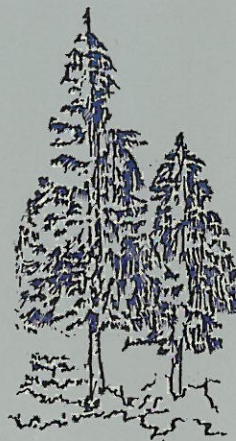


# *Specific Plan*

## *The Woodlands Village* *at Flagstaff*

---

JUNE, 1990



Prepared By

**MKE**

McLaughlin Kmetty Engineers, Ltd.

**SPECIFIC AREA PLAN**  
**THE WOODLANDS VILLAGE AT FLAGSTAFF**

Amended June, 1990

**THE WOODLANDS VILLAGE AT FLAGSTAFF**  
**A 449 Acre Master Planned Community**

Master Developer: Woodlands Village  
First State Service Corporation  
3200 North Central Avenue, Suite 340  
Phoenix, Arizona 85012  
Scott Coleman, Project Manager  
(602) 222-5602

Real Estate Agent: George W. Reeve Enterprises, Inc.  
8125 North 23rd Avenue, Suite 125  
Phoenix, Arizona 85021  
(602) 864-1003

Engineers/Planners: McLaughlin Kmetty Engineers, Ltd.  
3030 North Central Avenue, Suite 402  
Phoenix, Arizona 85012  
Donald L. Ziemba, P.E.  
(602) 248-7702

Specific Area Plan: Adopted by Resolution No. 1671 of the City  
of Flagstaff, Arizona on June 19, 1990

## TABLE OF CONTENTS

|                                      |    |
|--------------------------------------|----|
| INTRODUCTION .....                   | 1  |
| LAND USE .....                       | 4  |
| Residential: .....                   | 4  |
| Commerce/Commercial: .....           | 6  |
| Business Park .....                  | 7  |
| Land Use Phasing: .....              | 7  |
| INFRASTRUCTURE .....                 | 14 |
| Circulation .....                    | 14 |
| Utilities .....                      | 18 |
| CONSTRAINTS .....                    | 24 |
| Soils: .....                         | 24 |
| Topography .....                     | 24 |
| Slope .....                          | 24 |
| Drainage .....                       | 25 |
| Grading .....                        | 25 |
| DEVELOPMENT GUIDELINES .....         | 30 |
| RESIDENTIAL DISTRICT .....           | 31 |
| Intent and Purpose .....             | 31 |
| Use Regulations .....                | 31 |
| Property Development Standards ..... | 31 |
| Off-street Parking .....             | 35 |
| Usable Common Area .....             | 35 |
| Street Frontage or Access .....      | 35 |
| Signs .....                          | 35 |
| Lighting .....                       | 35 |
| COMMERCE/COMMERCIAL DISTRICT .....   | 36 |
| Intent and Purpose .....             | 36 |
| Use Regulations .....                | 36 |
| Property Development Standards ..... | 40 |
| Off-street Parking .....             | 41 |
| Lighting .....                       | 41 |
| BUSINESS PARK DISTRICT .....         | 42 |
| Intent and Purpose .....             | 42 |
| Use Regulations .....                | 42 |
| Property Development Standards ..... | 44 |
| Off-street Parking .....             | 45 |
| Lighting .....                       | 45 |



|   |    |
|---|----|
| OFF-STREET PARKING AND LOADING .....                    | 46 |
| Intent and Purpose .....                                | 46 |
| Scope and Regulations .....                             | 46 |
| Damage or Destruction .....                             | 46 |
| Control of Off-site Parking Facilities .....            | 46 |
| Submission of Plot Plan .....                           | 47 |
| Size and Access .....                                   | 47 |
| Ingress and Egress .....                                | 47 |
| Use of Parking Facilities .....                         | 48 |
| Joint Parking Facilities .....                          | 48 |
| Computation .....                                       | 48 |
| Parking in Yards .....                                  | 48 |
| Design and Maintenance .....                            | 48 |
| Location of Access, Off-street Parking Facilities ..... | 50 |
| Schedule of Parking Space Requirements .....            | 50 |
| Off-street Loading .....                                | 50 |
| Design Standards .....                                  | 51 |

## TABLE OF FIGURES

|   |    |
|---|----|
| Figure 1.1 - Land Use Plan . . . . .                    | 8  |
| Figure 1.2 - Residential Concept . . . . .              | 9  |
| Figure 1.3 - Residential Concept Sketch . . . . .       | 10 |
| Figure 1.4 - Commercial Business Park Concept . . . . . | 11 |
| Figure 1.5 - Existing Use . . . . .                     | 12 |
| Figure 1.6 - Open Space . . . . .                       | 13 |
| Figure 2.1 - Circulation Plan . . . . .                 | 20 |
| Figure 2.2 - Landscape Setbacks . . . . .               | 21 |
| Figure 2.3 - Typical Road Sections . . . . .            | 22 |
| Figure 2.4 - Utility Routing Plan . . . . .             | 23 |
| Figure 3.1 - Constraints Map . . . . .                  | 27 |
| Figure 3.2 - Topography . . . . .                       | 28 |
| Figure 3.3 - Slope Analysis . . . . .                   | 29 |
| Figure 4.1 - Hillside Development Area . . . . .        | 52 |
| Figure 4.2 - Hillside Midpoints . . . . .               | 53 |
| Figure 4.3 - Residential Setbacks . . . . .             | 54 |
| Figure 4.4 - Commerce/Commercial Setbacks . . . . .     | 55 |
| Figure 4.5 - Roadway Setbacks . . . . .                 | 56 |

## INTRODUCTION

The Woodlands Village at Flagstaff is a mixed used, planned community proposed for development on approximately 449 acres located northwest of the junction of Interstates 40 and 17 in Flagstaff, Arizona. The land use concept provides for the utilization of this land for a core composed of industrial uses, a resort-convention hotel, shopping and retail uses serving the region and highway oriented users, offices and research and development centers, adjoined by single- and multi-family residential areas in which a variety of housing types would be developed. The overall project as envisioned will create a statement or gateway effect for Flagstaff and Northern Arizona.

The property was previously owned by the Arizona Lumber and Timber Company since 1881 and a portion was utilized in their timber operations. The property was sold, in 1985 to Woodlands Village. Most of the site is still wooded with Ponderosa pine forest, with meadow areas interspersed throughout. The topography is conducive to development on the majority of the land, although areas of steeper slope will be left undeveloped as open space buffers. These areas are discussed in further detail on Page 4. Sinclair Wash will be retained as an open space corridor.

This Specific Plan, and the development guidelines contained within, has been prepared to facilitate an understanding of the planning and zoning concepts for the Woodlands Village at Flagstaff. It addresses all elements of the project environment including proposed land uses, internal and external circulation, utilities, grading and drainage, and development guidelines.

The development guidelines in the Specific Plan are meant to serve three major purposes:

To ensure an orderly, high-quality development process.

During the overall development process, individual development projects will occur at different times. It is essential that each individual project reinforce the Plan's overall design and development standards and contribute to the overall image and character of the area.

To protect and enhance major public investments in the area.

Major public facilities include Northern Arizona University, the Flagstaff Airport and the State and Federal Highway System. Development of the proposed land uses and the circulation system will reinforce the attractiveness of these public facilities and simplify a confusing traffic pattern at the gateway to Flagstaff.

To protect private investment in the area.

The uniform standards of this plan assure that development opportunities on all sites throughout and adjacent to the Woodlands Village at Flagstaff will not be compromised by subsequent development of the remaining parcels.

In addition, the development guidelines establish land use and development controls applicable to the site generally and include land use restrictions, open space requirements street and utility standards and controls on grading and methods of development. It is intended that these guidelines be adopted as part of the plan and that it be used by developers, architects and City staff in reviewing proposals for development within the Woodlands Village at Flagstaff. The design guidelines will provide the basis for administering the implementation of the Specific Plan through a 5-10 year development plan.

The following pages contain discussions of each parcel, the proposed land use and the development guidelines associated with the parcel, circulation to the sites, the provision of utilities and grading and drainage constraints.

Water and sewer lines are now existing in all of the Commerce/Commercial area and the Business Park areas. The water and sewer lines will be extended into the residential area from these lines. These line extensions are discussed in greater detail in the Woodlands Village Design Report.

Lighting within all areas of the development including those already platted will conform to the City of Flagstaff Lighting Ordinance.

This Specific Area Plan has been amended in the past to accommodate changes in market conditions and to accommodate specific users. At this time, all of the Business Park and Commerce/Commercial Areas have been platted and no further changes are anticipated in these areas.

The residential area consisting of 166 acres is the only area within the Woodlands Village Development that has yet to be platted. It is anticipated that mixed uses of single-family and multi family will occur there. Two churches are proposed to be located in the residential zoned area of Woodlands Village Unite II Re-plat, as shown in Figure 1.5.

Recent zoning changes which have taken place include changing lots 25 and 26 of Woodland Village Unit III from Commerce/Commercial to Residential. Area C noted in the old SAP was changed from Residential to Commerce/Commercial. (Area C is noted as Tract A on the Woodlands Village Unit III recorded Plat - See Figure 1.1).

Changes in the Residential Loop Road alignment will impact the location of utilities serving the residential area. Figure 2.4 shows changes to the location of water and sewer lines in the Residential Area. Gravity sewer service will be provided by following existing contours. When possible, sewer lines will be located in the streets. Connection to the existing sewer system will be made at three locations. The first is an extension of the existing line in Highland Avenue. the second is an extension of the existing line in University Avenue. The third will be a connection to the existing line in Timber Ridge Street. This line will be located in an easement parallel to the south line of Lot 24A of Woodlands Village Unit II Re-plat. Scarring created by sewer line construction will be utilized for pedestrian access where possible.

The lower density in the residential area should not significantly change the water and sewer line sizes proposed in the original Specific Area Plan.

Traffic circulation within the development will be altered with the change in the Residential Loop Road alignment. The alignment was changed to minimize the scarring that would be created if the Highland Avenue alignment was extended into the residential area. By connecting to Forest Meadows Street, the Residential Loop Road can "side hill" the Malpais ridge separating the Residential and Commerce/Commercial zones. This will minimize cuts and fills. A buffer area is proposed along this alignment (See Figure 1.6) so that the area can remain in its natural state. This will become the "front door" for the residential development.

The traffic impact to the Woodlands Village Boulevard and Forest Meadows Street intersection has also been analyzed. The Traffic Report contained in Appendix A of the Woodlands Village Design Report indicates that traffic flow will be improved. By Tee-ing the Residential Loop Road into Forest Meadow Street, commercial truck traffic will be prevented from mistakenly driving into the residential area.

The recommended land uses and the concept of a central commercial and research and development core served by an internal loop roadway and bounded by residential development evolved from several directions:

- \* The goal of establishing a full-service research and development employment center central to major residential population concentrations in Flagstaff.
- \* Conclusions of a careful economic analysis indicating that such a use would be feasible at this location, if properly developed and marketed.
- \* Characteristics of the site, itself, including topography, scenic beauty, views, accessibility and availability of utility service.
- \* Adjoining land uses, ownership and development intentions.
- \* Consideration of alternatives including residential absorption capability and phasing.
- \* Developer requirements, legal considerations and retention of flexibility in order to respond to varying market conditions over time.

The site's development constraints are discussed more fully in Chapter 3.

In order to accommodate the divergent uses planned, three special zoning designations have been developed as part of this plan. Each of the designations is closely modeled after existing zoning districts found in the City's Zoning Code. However, the districts have been modified to apply only to the Woodlands Village at Flagstaff. The three districts will hereinafter be referred to as Residential, Commerce/Commercial and Business Park. The Residential District most closely resembles the RM-M, Multi-Family Residential District. The Commerce/Commercial District incorporates the development standards set forth in the C-1 Neighborhood Commercial, C-2 Community Commercial and C-3 Highway Commercial Districts with some modifications to provide for selective commercial development. Finally, the Business Park District combines certain features of the C-4 Commercial Service and R & D, Research and Development Industrial Districts, with the provisions of the I-1 Restricted Industrial District to create a hybrid classification which will allow development of a full service business environment with support facilities such as a conference center, restaurants and offices. These categories are discussed more fully below.

All general land uses shall conform to those illustrated on the Woodlands Village Land Use Plan and their development shall be implemented based upon the City of Flagstaff zoning code, as amended herein.

#### **Residential:**

Density: The Woodlands Village at Flagstaff Specific Plan provides for an overall site density of 4.7 units per gross acre with a maximum density of 2,128 dwelling units (2128 DU/449 Acres = 4.7 DU/AC). This maximum density of 2128 D.U. does not include any residential units permitted by conditional use permit in the Commerce/Commercial zone. Market demand will form the basis

from which the residential product types, architectural style and character and community theme is determined. The Plan of the Woodlands Village offers a variety of living environments and styles through creative siting and design criteria. The primary concentration of residential uses is planned for the western portion of the site, as shown in Figure 1.1, with secondary locations planned for the eastern portion of the site, adjacent to the extension of University Avenue and the center portion of the site, adjacent to Forest Meadows Street. Existing uses within the Woodlands Development are shown on Figure 1.5.

The primary residential area comprises 166.0 acres of the total site and will allow for a maximum density of 8 dwelling units per gross acre throughout. The secondary residential locations will be located on 22.6 and 9.1 acres of land and will allow for a maximum density of 25 dwelling units per gross acre. These locations have been designed to allow the transition to commercial uses in response to market demands.

### **Buffers**

An open space buffer shall be provided in the Residential Districts to allow separation from the Commerce/Commercial and Business Park Districts when immediately adjacent to said districts. The buffer shall be a minimum of thirty (30) feet in width, and be located within the Residential District. (See Figure 1.6). A secondary open space buffer will occur adjacent to Sinclair Wash and the width of this buffer has been defined on a recorded plat.

The open space buffers will consist of three separate area designations. The first as described above and shown on Figure 1.6 will consist of a 30-foot open space buffer between the Residential and Commerce/Commercial and Business Park Zoning Districts. The second, identified as "Open space Proposed" on Figure 1.6, are areas that shall be considered by the individual site developer as open area due to site characteristics or utility constraints such as severe slope or the inability to provide gravity sewer. The third designation identified as a dashed line on Figure 1.6 is an open space buffer which will be granted by easement to the City of Flagstaff upon acceptance of this SAP revision. Credit for this open space will be taken with future residential development. This area is being designated at this time because of pending commercial development in the area.

Design Requirements: A total range of residential uses is envisioned for the Woodlands Village at Flagstaff including apartments, condominiums, townhouses and detached single-family units. One possible residential concept and a corresponding sketch are shown in Figures 1.2 and 1.3, respectively. Primary design requirements will include: (1) careful building siting and orientation to be sensitive to the existing trees, acoustics, sun angles and views, (2) architectural design of energy efficient units which will minimize the impact of the development, (3) linkages to natural features and transportation systems, (4) a consistent use of colors, textures and materials to reinforce the cohesiveness of the development and (5) sensitive transitions to non-residential uses. These requirements will be regulated by the Master Developer through the enforcement of deed restrictions on the individual properties. Each developer must submit proof of compliance with the deed restrictions at the time of site plan review.

The development of all residential uses shall be subject to the review process established by the Flagstaff Zoning Code and shall be implemented based upon the provisions of the Code, as amended herein.



## **Commerce/Commercial:**

**Location:** The Commerce/Commercial uses are appropriately located on the eastern portion of the site adjacent to and along the future main access points from U.S. Highway 66, Interstate 17 and State Route 89A, as indicated on the Land Use Plan. Such locations will maximize the visual exposure of the sites while providing for greater building setbacks, selective retention of existing trees and signage and lighting controls. In addition, these locations limit potential commercial traffic from intruding into residential areas and, thereby, minimizes the traffic conflict through the rest of the site.

**Design Requirements:** All Commerce/Commercial sites will be designed to allow: (1) a diversity of type and size of structures, not to exceed 60 feet in height. (2) consistent use of color, texture and native materials to reinforce common design details and aesthetic features of the buildings, (3) varying setbacks, parking areas and landscaped buffers and (4) an integration of the individual projects while creating variety in outdoor spaces. These requirements will be regulated by the Master Developer through the enforcement of added restrictions on the individual properties. Each developer must submit proof of compliance with the deed restrictions at the time of site plan review. A layout of a possible commercial concept is shown on Figure 1.4.

**Proposed Uses:** The proposed Commerce/Commercial uses include a Resort Hotel with convention and entertainment facilities, various retail centers, professional and administrative offices, highway convenience users and all other permitted uses listed in the Commerce/Commercial section of the development guidelines. The Resort Hotel has been conceptually sited for location on a 30-40 acre site at the core of the project, allowing the maximum amount of visibility and commercial trade from surrounding users. The final planning of the hotel, including the number of rooms at maximum development, will be determined by the Resort developer. It is anticipated that there will not be more than 600 rooms or casitas. These units are not included in the 2128 dwelling units discussed previously. It is feasible that all or a portion of the rooms or casitas may be sold to individuals and leased back to the resort management to be included in the rental pool. These units may have full kitchen facilities.

Also, it is anticipated that a 3.00 -acre site to the north of University Avenue will develop as an expansion of the Pine Care Nursing Home. The nursing home units are also not included in the 2128 dwelling units discussed previously but would be in addition to them. If the parcel is not utilized for the expansion, it will be utilized for other commercial purposes.

**Other Uses:** Although other possible Commerce/Commercial uses have not been defined for specific parcels, they are labeled "D" on the Land Use Plan and will be zoned for Commerce/Commercial purposes. In the event that commerce/Commercial uses are not marketable on all parcels designated for such use, the Residential uses outlined in the Residential district section of the Development Guidelines may be substituted. The number of residential units allowed by the conditional use permit in the Commerce/Commercial area is not included in the 2128 dwelling units permitted in the residential district.

**Review:** The development of all Commerce/Commercial uses shall be subject to the review process established by the City of Flagstaff Zoning Code and shall be implemented based upon provisions of the Code, as amended herein.

## **Business Park:**

**Location:** The northernmost areas within the Woodlands Village at Flagstaff have been designated as Business Parks to satisfy the needs of a variety of users. As depicted on the Land Use Plan, these sites, labeled area "F" are conveniently located adjacent to and along the future main access point from U.S. Highway 66. These locations are situated in such manner that impact on the internal and adjacent residential areas will be kept to a minimum.

**Design Requirements:** Primary design criteria for the Business Park developments include: (1) the ability to provide for incubator parcels which may be combined into larger parcels to meet market demands, (2) a diversity of type and size of buildings, not to exceed 60 feet in height (3) consistent use of color, texture and native materials to reinforce common design details and aesthetic features of the buildings, (4) varying setbacks, parking areas and landscaped buffers and (5) an integration of the individual projects while creating a variety in outdoor spaces. These requirements will be regulated by the Master Developer through the enforcement of deed restrictions on the individual properties. Each developer must submit proof of compliance with the deed restrictions at the time of site plan approval. A layout of a possible Business Park concept is shown on Figure 1.4.

**Proposed Uses:** Some of the proposed Business Park uses include the manufacturing, assembly and fabrication of products as well as the retail outlets for these products and all other permitted uses listed in the Business Park section of the Development Guidelines. In the event that Business Park development on all parcels designated for such use is not marketable, the Commerce/Commercial uses outlined in the Design Guidelines section of the Specific Plan may be substituted with the exception of residential uses which are specifically prohibited.

**Review:** The development of all Business Park uses shall be subject to the review process by the City of Flagstaff Zoning Code and shall be implemented based upon the provisions of the Code, as amended herein.

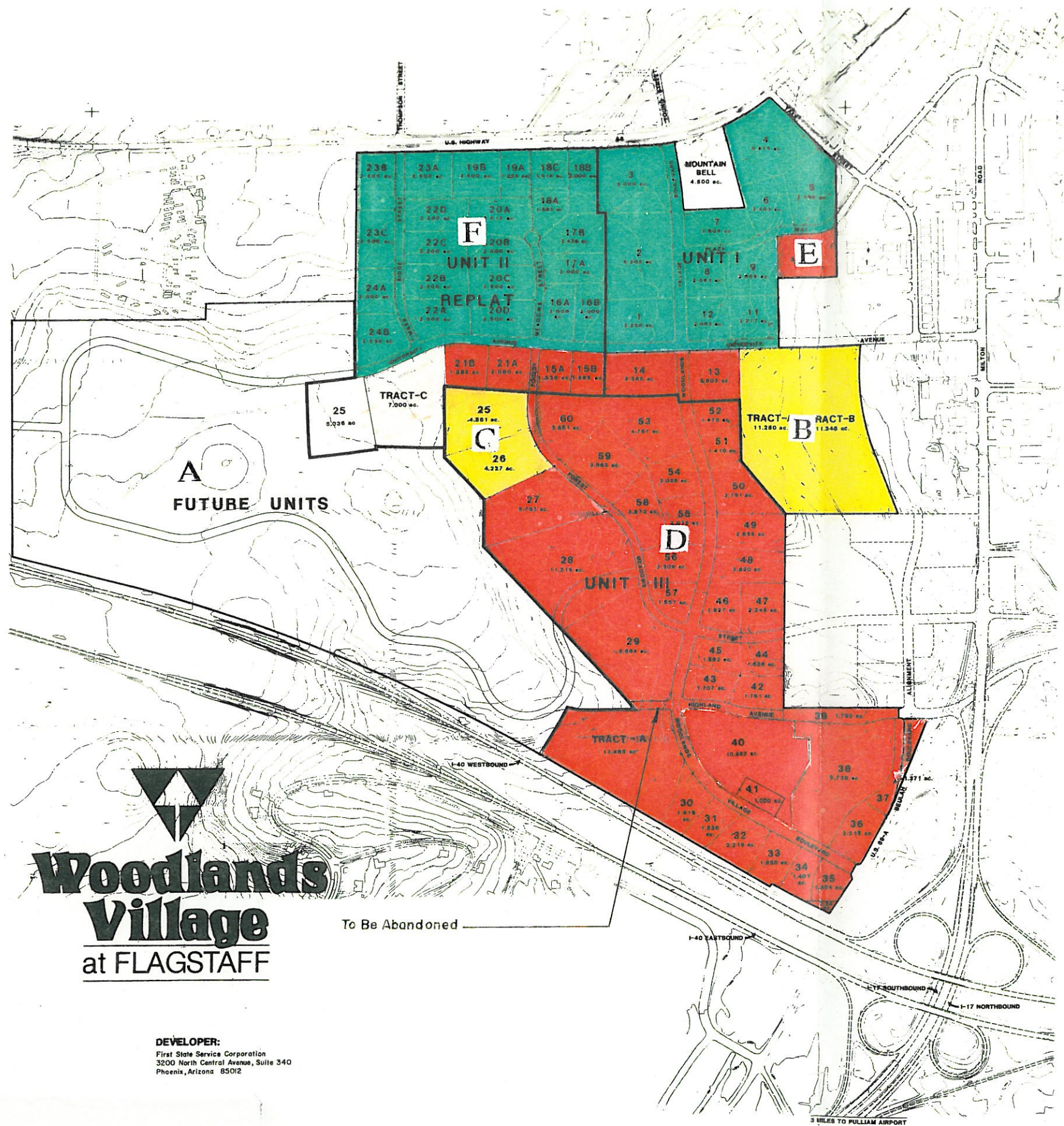
## **Land Use Phasing:**

Realizing the scale and intensity of the project, phasing of parcel development is expected to extend over a period of time based on market acceptability. It is critical to the economic viability of the project that an integrated phasing schedule be established to allow a realistic approach to the construction and completion of the backbone infrastructure discussed more fully in Chapter 2.

It is anticipated that development will commence at the northern end of the property, at the intersection of U.S. Highway 66 and Woodlands Village Blvd., the main access point, progressing to the south along Woodlands Village Blvd. to the intersection of the I-40 overpass with State Route 89A and then to the western areas designated for residential use.

Consequently, all water, sewer, power and roads will be available to all sites as development commences. The Business Park sites and the resort hotel site construction will be initiated as early as economically feasible in order to establish a strong theme and sense of community at the Woodlands Village at Flagstaff. The other Commerce/Commercial and Business Park sites will follow to coincide with the completion of the backbone infrastructure.





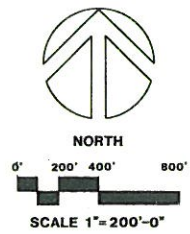
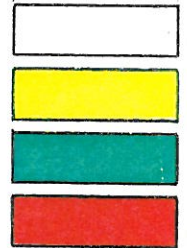
# Woodlands Village at FLAGSTAFF

**DEVELOPER:**  
First State Service Corporation  
3200 North Central Avenue, Suite 340  
Phoenix, Arizona 85012

| LAND USE                | AREA<br>IN<br>ACRES |
|-------------------------|---------------------|
| RESIDENTIAL             |                     |
| A                       | 166                 |
| B                       | 23                  |
| C                       | 9                   |
| SUBTOTAL                | 198                 |
| COMMERCE/<br>COMMERCIAL |                     |
| D                       | 149                 |
| E                       | 3                   |
| SUBTOTAL                | 152                 |
| BUSINESS PARK           |                     |
| F                       | 99                  |
| SUBTOTAL                | 99                  |
| <b>TOTAL</b>            | <b>449</b>          |

## LEGEND

- RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- BUSINESS PARK
- COMMERCE/COMMERCIAL



MKE McLAUGHLIN KMETTY ENGINEERS, LTD.  
3030 N. Central Ave., Suite 402 Phoenix, AZ 85012 (602) 248-7702  
Phoenix • Bullhead City • Flagstaff

# The Woodlands Village at Flagstaff

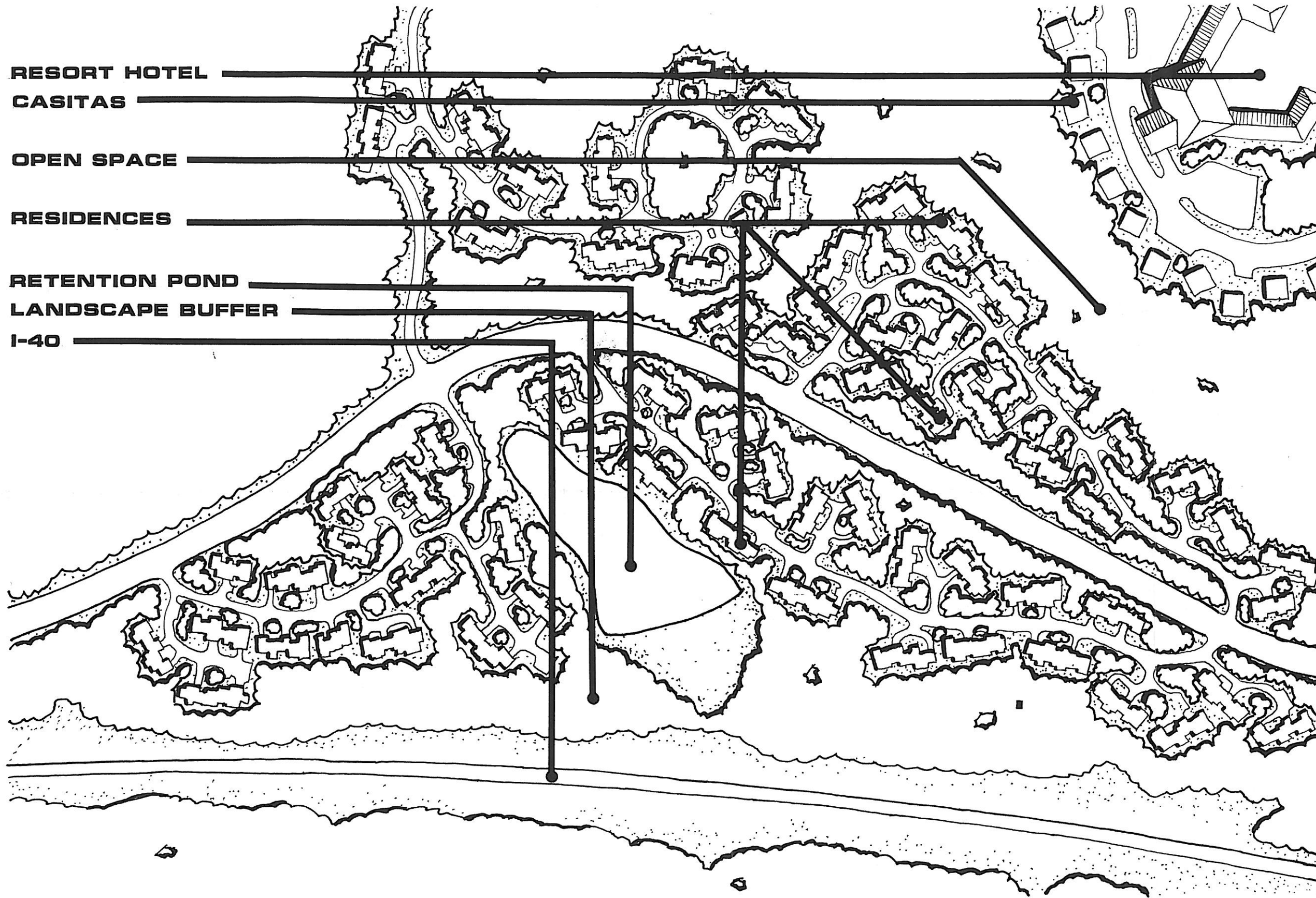
## LAND USE PLAN

**FIGURE 1.1**  
**JUNE 1990**



MKE McLAUGHLIN KMETTY ENGINEERS, LTD.  
3030 N. Central Ave., Suite 402 Phoenix, AZ 85012 (602) 248-7702  
Phoenix • Bullhead City • Flagstaff

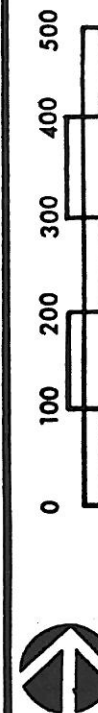




RESORT HOTEL  
CASITAS  
OPEN SPACE  
RESIDENCES  
RETENTION POND  
LANDSCAPE BUFFER  
I-40

# RESIDENTIAL CONCEPT

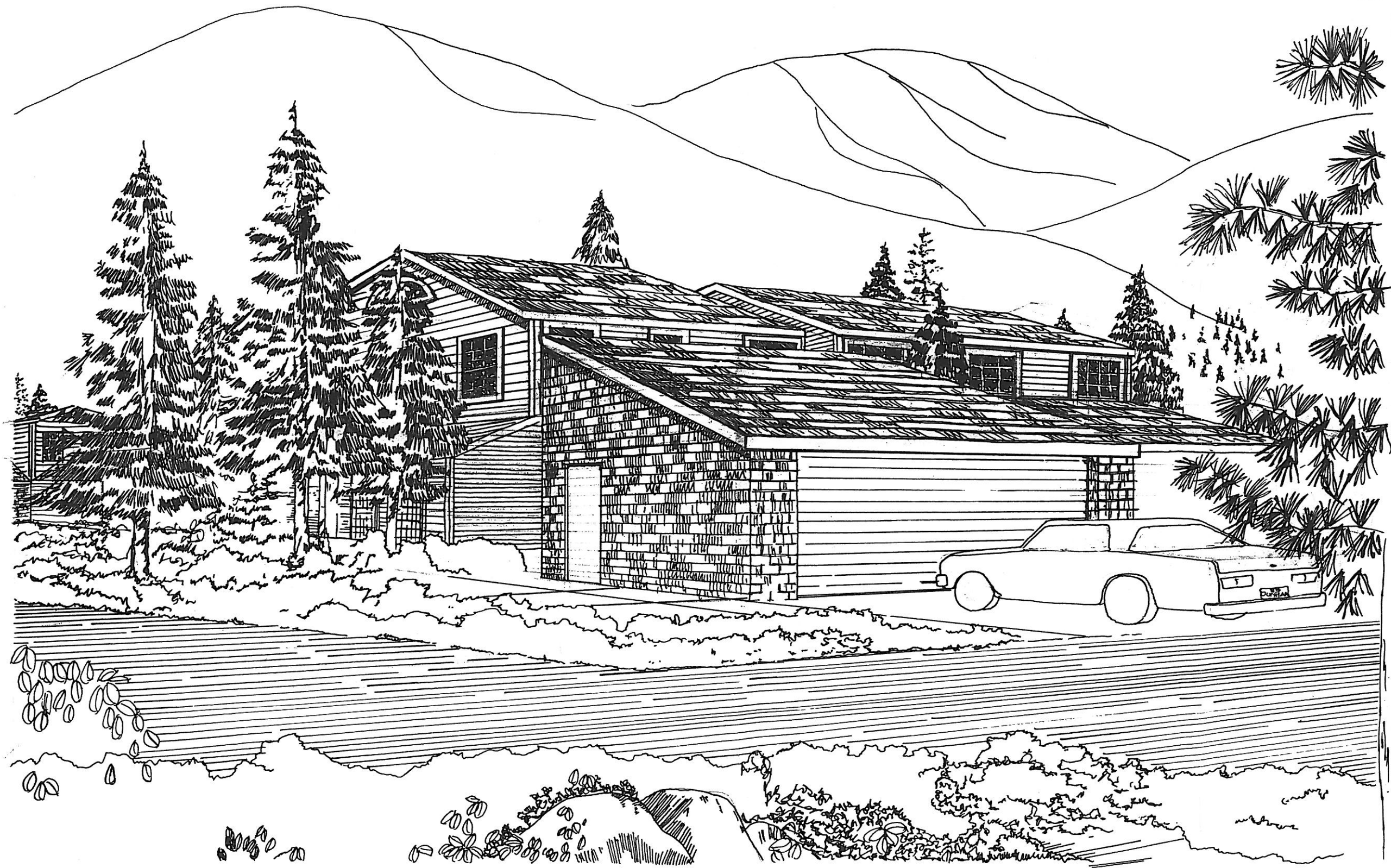
*The Woodlands Village*  
at Flagstaff



MKE McLAUGHLIN KMETT ENGINEERS, LTD.

FIGURE 1.2

JUNE 1990



*The Woodlands Village*  
at Flagstaff

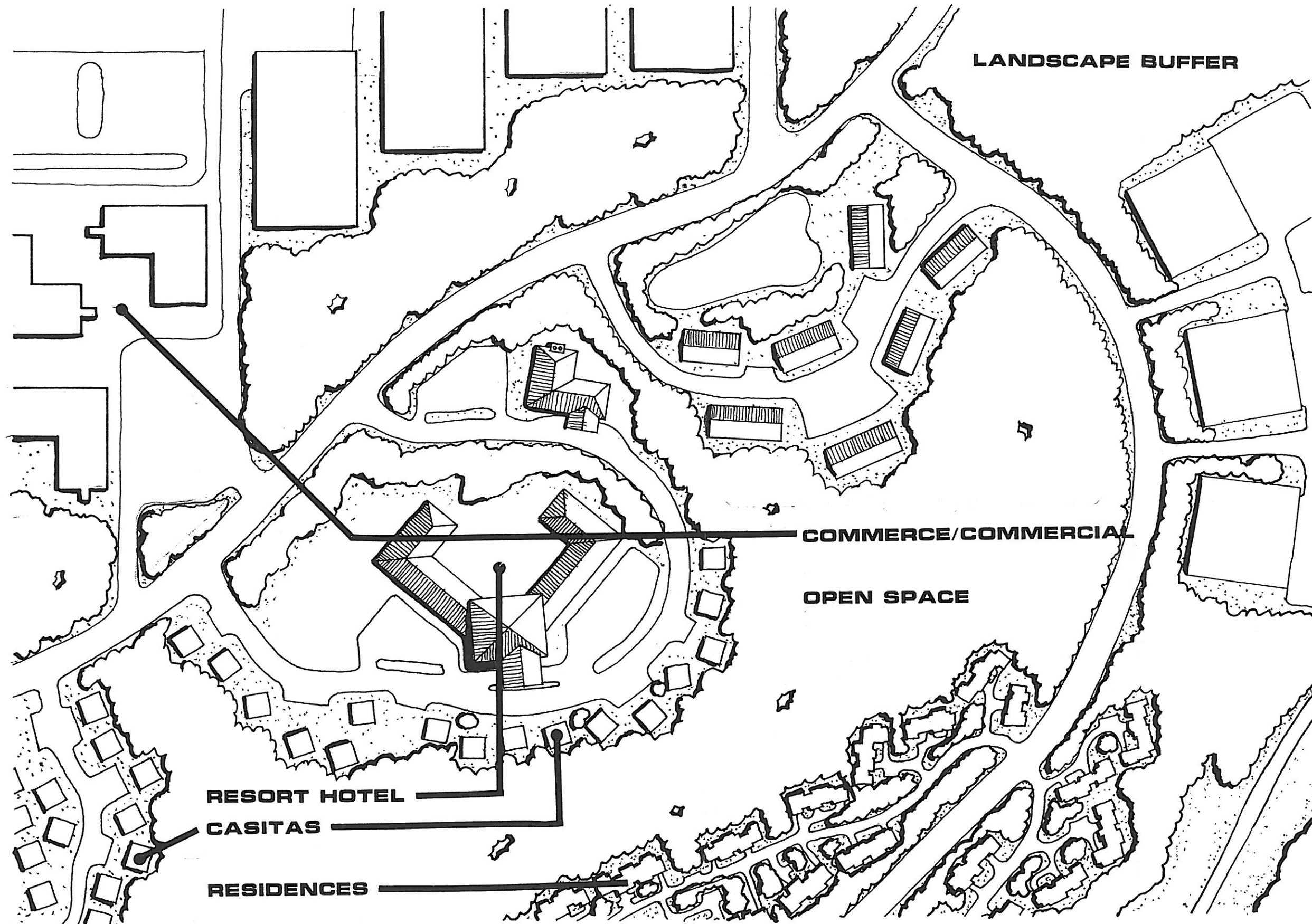
**RESIDENTIAL  
CONCEPT  
SKETCH**

**FIGURE 1.3**

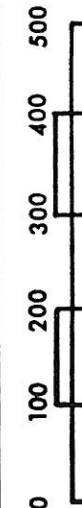
**JUNE 1990**

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.





# **COMMERCIAL / The Woodlands Village** **BUSINESS PARK** **CONCEPT**

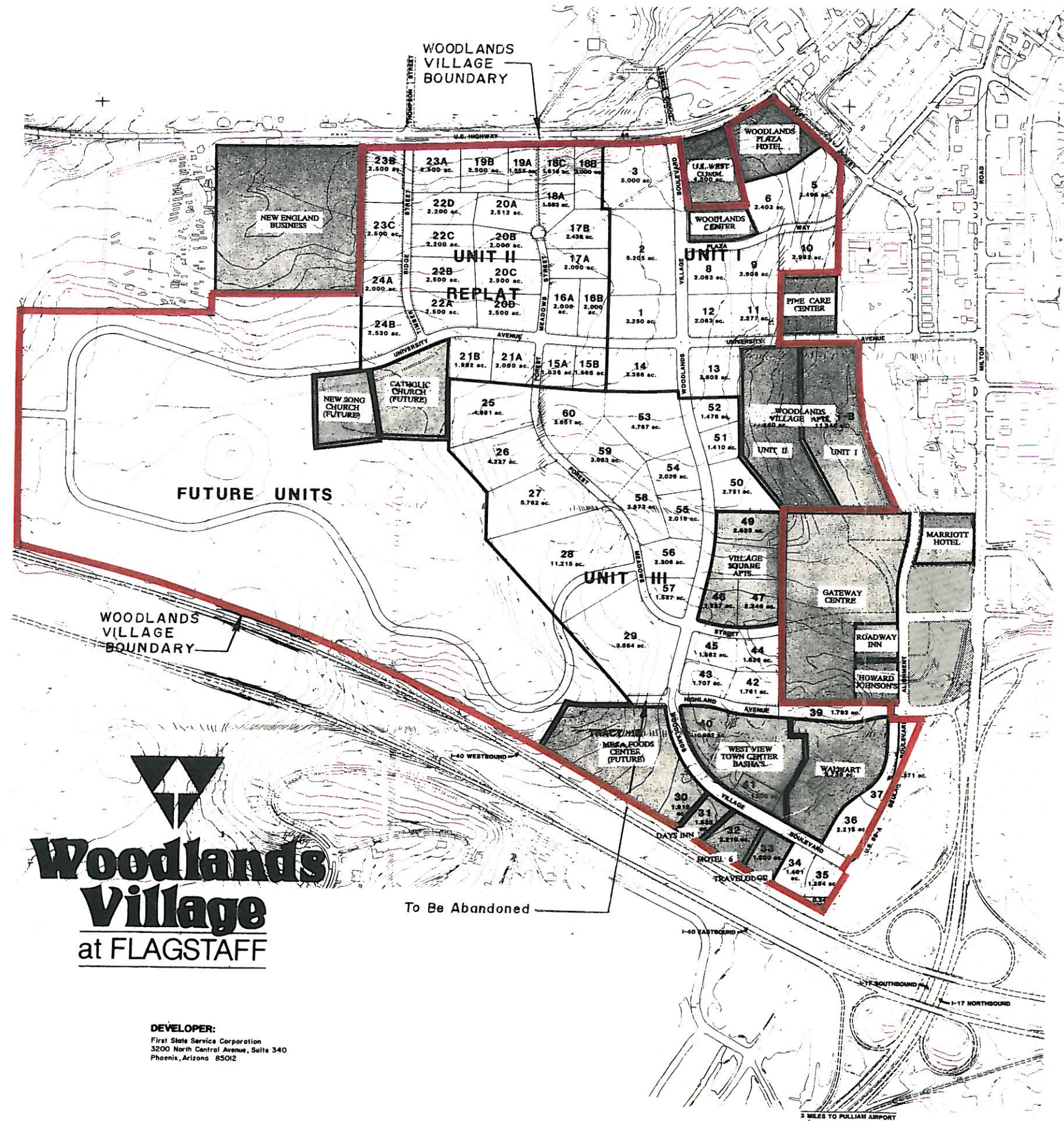


**FIGURE 1.4**

**JUNE 1990**

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.





**Woodlands  
Village**  
at FLAGSTAFF

DEVELOPER:  
First State Service Corporation  
3200 North Central Avenue, Suite 340  
Phoenix, Arizona 85012

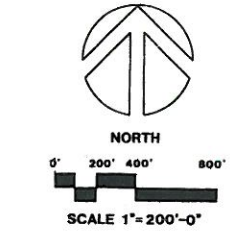
*The Woodlands Village*  
at Flagstaff

EXISTING USES

FIGURE 1.5  
JUNE 1990

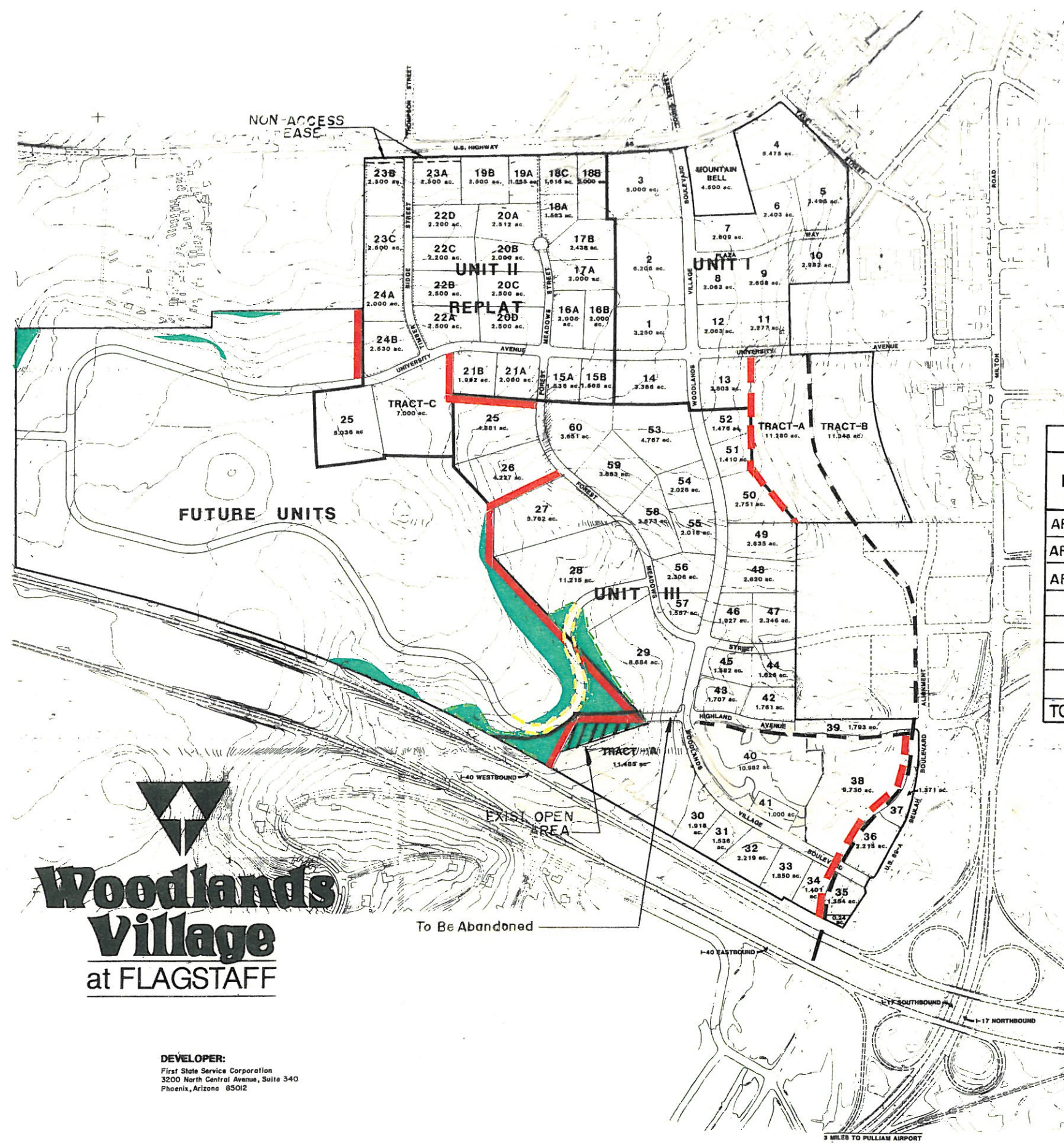


MKE McLAUGHLIN KMETTY ENGINEERS, LTD.  
3030 N. Central Ave., Suite 402 Phoenix, AZ 85012 (602) 248-7702  
Phoenix • Bullhead City • Flagstaff



MKE McLAUGHLIN KMETTY ENGINEERS, LTD.  
3030 N. Central Ave., Suite 402 Phoenix, AZ 85012 (602) 248-7702  
Phoenix • Bullhead City • Flagstaff



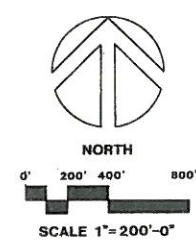


**LEGEND**

- 30' OPEN SPACE BUFFER
- - - - - EXISTING BUFFER
- URBAN TRAIL SYSTEM
- - - - - EXISTING URBAN TRAIL SYSTEM
- NON-ACCESS EASEMENT
- OPEN SPACE BUFFER (PROPOSED)
- - - - - OPEN SPACE EASEMENT

| DEVELOPMENT |                                   | DATA       |                 |            |
|-------------|-----------------------------------|------------|-----------------|------------|
| DATE        | PROJECT NAME                      | ACREAGE    | NUMBER OF UNITS | OPEN SPACE |
| APR. 1990   | W.V. APTS. TR. B. UNIT-I          | 11.346 AC. | 228             |            |
| APR. 1990   | VILLAGE SQ. AP. LT. 46-49 UN. III | 9.528 AC.  | * 200           |            |
| APR. 1990   | PINE ROCK APT. TR. A. UNIT I      | 11.28 AC.  | 228             |            |
|             |                                   |            |                 |            |
|             |                                   |            |                 |            |
|             |                                   |            |                 |            |
|             |                                   |            |                 |            |
|             |                                   |            |                 |            |
|             |                                   |            |                 |            |
| TOTAL       |                                   |            |                 |            |

\* THE NUMBER OF RESIDENTIAL UNITS IN THE COMMERCE COMMERCIAL AREA IS NOT INCLUDED IN THE 2128 D.U. PERMITTED IN THE RESIDENTIAL DISTRICTS



MKE McLAUGHLIN KMETTY ENGINEERS, LTD.  
3030 N. Central Ave., Suite 402 Phoenix, AZ 85012 (602) 248-7702  
Phoenix • Bullhead City • Flagstaff

**Woodlands Village**  
at FLAGSTAFF

DEVELOPER:  
First State Service Corporation  
3200 North Central Avenue, Suite 340  
Phoenix, Arizona 85012

*The Woodlands Village*  
at Flagstaff

OPEN SPACE

FIGURE 1.6

JUNE 1990



MKE McLAUGHLIN KMETTY ENGINEERS, LTD.  
3030 N. Central Ave., Suite 402 Phoenix, AZ 85012 (602) 248-7702  
Phoenix • Bullhead City • Flagstaff



The infrastructure for the Woodlands Village at Flagstaff includes the circulation system and the utilities system. Both will have a corresponding backbone system which will be designed and constructed in the initial phases of development. The concepts for the circulation plan and utility routings are described more fully below.

### **Circulation**

The Circulation Plan for the Woodlands Village at Flagstaff, as depicted in Figure 2.1 includes modifications to the existing roads and a secondary system of local streets, designed to meet the mobility needs resulting from regional and local trip desires. Each Public roadway will be designed to conform with the City of Flagstaff's Circulation Element of the General Plan and the adopted General Construction Standards and Specifications, as amended herein.

Certain elements of the Circulation Plan are particularly important for the overall efficiency of the system. Most important of these elements is the completed realignment of State Route 89A as it meets I-17 and progresses through Flagstaff. This realignment allows for a signalized intersection at State Route 89A and Highland Avenue and a full signalized intersection at State Route 66 and Woodlands Village Boulevard thereby minimizing the existing confusion and traffic congestion.

The backbone system, consisting of Woodlands Village Blvd is the major component of internal circulation throughout the Woodlands Village and is comprised of four entry points: (1) West of the University Avenue and Yale Street Intersection; (2) at U.S. Highway 66 and Woodlands Village Boulevard; (3) at the intersection of the Highland Avenue with the realigned State Route 89A; and (4) Forest Meadows Street at the Woodlands Village easterly boundary line. The major function of the backbone system is to accommodate a majority of the traffic passing through Woodlands Village at Flagstaff and prevent conflicts with existing traffic systems.

The Master Developer will be responsible for the installation of a signalized intersection at Woodlands Village Blvd. and U.S. Highway 66. However, the Master Developer will participate in the installation of the remaining intersections planned for signalization, as shown on Figure 2.1.

The re-alignment of the Residential Loop Road so that it "tees" into Forest Meadows was analyzed relative to its impact on the Forest Meadow and Woodlands Village Blvd. intersection. A detailed traffic report is included in Appendix A of the Woodlands Village Design Report.

The streets comprising the backbone system, particularly Woodlands Village Blvd., play a major role in establishing the efficiency of circulation in the Woodlands Village at Flagstaff.

In addition, the backbone system will help to create an overall theme for the project through the use of divided parkways, where possible, landscaping and coordinated project entry and project signage. (See Figure 2.2.) Parking on the backbone system will not be permitted.

APR-09-99 10:16 AM PLATEAU ENGINEERING

5205268943

P.02

#### C. Minor Entry Road - Type C

The North-South entry road connecting University Avenue with Highway 66 (Forest Meadows Street) and the East-West entry road connecting Plaza Way with Woodland Village Blvd. (Pine Hill Avenue) will be developed as Type "C" roadways as shown in the typical cross section on Figure 2.3. These Type C roads will include an eight foot wide combination walkway/bikeway constructed on the east side of the road. This walkway/bikeway may be constructed on either the road right of way or on the landscaped buffer or partly on each to allow the most pleasing appearance.

#### D. Loop Residential Street - Type D

The major residential loop street beginning on the north as an extension of University Avenue, looping Westwards then back to the east through the residential area, terminating at Woodlands Village Blvd. together with a possible street connecting the north and south legs of the loop street and the possible connector street to land adjacent to the western boundary of the site will be developed as a Type D street as shown in the cross section typical on Figure 2.3.

Sidewalks will not be provided adjacent to these roadways, but five foot wide internal pedestrian ways will be provided within the 165 acre residential area. These pedestrian ways will connect individual living unit lots or groups of living unit lots where appropriate and will connect to the previously described combination walkway/bikeways adjacent to the backbone system.

#### E. Walkways/Bikeways

All walkways/bikeways and pedestrian ways will be located and sized as outlined above. Materials of construction may be concrete or asphaltic concrete. Details of construction will be approved by the City Engineer. Construction of the walkways/bikeways and residential pedestrian ways will coincide with the development of individual parcels of land and, together with their maintenance, will be the responsibility of the developer of each parcel. The alignment of the walkways/bikeways and pedestrian ways will be subject to review by the City Engineer. Public access easements for the walkways/bikeways will be transferred to the City of Flagstaff upon completion, if they are not located within the dedicated right-of-way.

#### F. Other Streets

The construction of internal circulation elements other than those outlined above will be to City of Flagstaff standards. Five foot wide sidewalks may be provided in Commerce/Commercial zoned areas on one side of roads other than those described under A,B,C and D above. Sidewalks will not be required in Business Park zoned areas, but internal connections to the walkways/bikeways adjacent to the roadway will be required.

APR-09-99 10:15 AM PLATEAU ENGINEERING

5205268943

P.01

## Specific Plan

# The Woodlands Village at Flagstaff

REVISED APRIL 1985

Prepared for

|                   |             |         |         |            |   |
|-------------------|-------------|---------|---------|------------|---|
| Post-It® Fax Note | 7671        | Date    | 4/9/89  | # of pages | 2 |
| To                | MARTIN INCE | From    | Jim Han |            |   |
| Co./Dept.         |             | Co.     |         |            |   |
| Phone #           |             | Phone # |         |            |   |
| Fax #             |             | Fax #   |         |            |   |



DEVELOPMENT COMPANY

Prepared by

**HDR**

Henningson, Durham &amp; Richardson

The character of Woodlands Village Blvd. and the remainder of the backbone system will be designed to reflect a natural, wooded appearance and "feel" for having "arrived" at Woodlands Village. Left and right-hand turn pockets will be provided where necessary as well as snow clearing and storage areas. A pedestrian walkway/bicycle path will occur within the landscaped buffer areas along one side of these roadways. The design standards for the backbone system are shown in Figure 2.3.

Planting and other landscape treatments in the buffer areas adjacent to the backbone system will include visually compatible plant palettes that will reinforce the natural, wooded character of the project and create a smooth-flowing appearance without abrupt changes in the landscape. All plantings, signage and other streetscape elements will respect proper distances for curves, entries and other potential hazard areas; however, the landscape treatment should take advantage of appropriate views into the various land uses and other visual amenities.

The secondary system of local streets is designed to provide for connectors and residential streets. Connectors between the development parcels and the backbone system will serve to allow access to interior development parcels and parking areas and create a visually exciting image of the project's various parcels. All access to parking areas will be oriented to the local streets and away from the streets in the backbone system. Where possible, parking access will be limited to parking access roads serving a series of on-site parking areas or properties. All sites will provide for safe, direct and attractive pedestrian access to parking areas. The design standards for these streets are shown on Figure 2.3. There will be no parking permitted on those secondary streets designated on Figure 2.1.

Residential streets within the secondary system will be designed to reflect the image and character of the individual development parcels they serve. The layout of these roadways will be sensitively designed to include interesting curves, edge conditions, views and landscaping, parking relationships and use of accent materials to add variety to the driving experience and reinforce the community image. All streets should respond effectively to the size of the residential parcel, density, unit layout, parking scheme and physical constraints. The design standards for these streets are shown on Figure 2.3.

With the realignment of the Residential Loop Road, Highland Avenue west of the Highland Avenue and Woodlands Village Drive intersection will be abandoned (See Figure 1.1). The abandonment or exchange of right-of-way will be done when Lots 28 and 29 of Woodlands Village Unit III are re-platted to provide new right-of-way for the Residential Loop Road re-alignment. If this street were extended into the residential area severe scarring would occur to the proposed open space buffer. This realignment is further discussed in detail in the Woodlands Village Design Report.

A traffic report prepared for the realignment of the Residential Loop Road, indicates that a traffic signal may be warranted at the Forest Meadows Drive and Woodlands Village Boulevard intersection. This report assumes that all areas will build out to the maximum density and that all Commerce/Commercial areas will be developed as zoned. Uses within the Commerce/Commercial area have already been changed to residential in some cases. Lots 46 through 49 are being developed as apartments, and ten (10) acres within the residential area have been sold for church sites. These changes will have an impact on the Woodlands Village Boulevard and Forest Meadows Street intersection.

Traffic reports required by the City of Flagstaff with tentative plat submittals will update and analyze the impact on the intersection. The traffic report referred to herein is included in Appendix A of the Woodlands Village Design Report prepared by McLaughlin Kmetz Engineers, Ltd., and dated January 1990.

The signal, if warranted in the future, will be installed by the Master Developer.

The landscape treatment along residential streets should reflect the character of the development of that particular parcel, i.e., formal, regimented, geometric, natural, meandering. Plant palettes and landscape designs can take on their own individual identities, separate from the backbone system, provided that the relationship between these systems reflect visual compatibility. Provisions and design of on-street parking in residential areas is dependent on project design concepts for individual parcels as well as safety and traffic constraints appropriate to the situation.

All streets within the Woodlands Village at Flagstaff will be designed to conform to the topography of the site. The backbone and secondary circulation system will be located generally as shown on the Circulation Plan, Figure 2.1, subject to engineering of the exact alignments.

Major streets within the Woodlands Village at Flagstaff will be developed to the following standards:

#### A. Parkway - Type A

Woodlands Village Blvd., the major North-South road through the Woodlands Village connecting Highway 89A on the southeast with Highway 66 on the north, is designated as a Type A Parkway between the following points: Beginning at a point about 1575 feet south and 100 feet west of the northeast corner of section 29, Township 21 North, Range 7 East, Gila and Salt River Base and Meridian and carrying north to its intersection with Highway 66. This Type A parkway has been developed as shown in the cross section typical on Figure 2.3. Openings in the landscaped median will be at 300-foot minimum and 800-foot maximum centers. Left-turn refuge bays will be provided where necessary. The parkway may not be landscaped in areas of left-turn refuge bays and transitions to turn bays or in areas where landscaping would interfere with proper sight distances or other areas where landscaping would be impractical or would present safety hazards.

This Type A Parkway will include an eight-foot combination walkway/bikeway on the east side. The walkway/bikeway may be constructed on either the road right-of-way or the landscaped buffer or partly on each to allow the most pleasing appearance.

The portion of Woodlands Village Blvd. south of the above described point (1575 feet south of the Northeast corner of section 29) will be developed to Arizona Department of Transportation, Urban Type 3 standards, with a walkway/bikeway constructed on one side of the roadway.

#### B. Primary Entry Road - Type B

The East-West extension of University Avenue to Timber Ridge Street has been developed as a Type B roadway as shown in cross-section typical on Figure 2.3. This Type B road will include an eight-foot wide combination walkway/bikeway constructed on the south side of the road. This walkway/bikeway may be constructed on either the road right-of-way or the landscaped buffer or partly on each to allow the most pleasing appearance.

#### C. Minor Entry Road - Type C

The North-South entry road connecting University Avenue with Highway 66 (Timber Ridge) and the East-West entry road connecting Plaza Way with Woodlands Village Blvd. (Plaza Way) has been developed as Type C roadways as shown in the typical cross-section on Figure 2.3. These Type C roads will include an eight-foot wide combination walkway/bikeway constructed on the east side of the road. This walkway/bikeway may be constructed on either the road right-of-way or the landscaped buffer or partly on each to allow the most pleasing appearance.

#### D. Loop Residential - Type D

The major residential loop street beginning on the north as an extension of University Avenue, looping westward then back to the east through the residential area, terminating at Forest Meadows Street together with a possible street connecting the north and south legs of the loop street and the possible connector street to land adjacent to the western boundary of the site will be developed as a Type D street as shown in the cross-section typical on Figure 2.3.

Sidewalks will not be provided adjacent to these roadways, but five-foot wide, internal pedestrian ways will be provided within the 166-acre residential area. These pedestrian ways will connect individual living-unit lots or groups of living-unit lots, where appropriate, and will connect to the previously described combination walkway/bikeways adjacent to the backbone system.

#### E. Walkways/Bikeways

All walkways/bikeways and pedestrian ways will be located and sized as outlined above. Materials of construction may be concrete or asphaltic concrete. Details of construction will be approved by the City Engineer. Construction will be approved by the City Engineer. Construction of the walkways/bikeways and residential pedestrian ways will coincide with the development of individual parcels of land and, together with their maintenance, will be the responsibility of the developer of each parcel. The alignment of the walkways/bikeways and pedestrian ways will be subject to review by the City Engineer. Public access easements for the walkways/bikeways will be transferred to the City of Flagstaff upon completion, if they are not located within the dedicated right-of-way.



## 5. Other Streets

The construction of internal circulation elements other than those outlined above will be to City of Flagstaff standards. Sidewalks will not be required in Business Park zone areas but internal connections to the walkways/bikeways adjacent to the roadway will be required.

### **Utilities**

Preliminary routings for the backbone utility system that will ultimately permit maximum buildout of the Woodlands Village at Flagstaff are designed to closely follow the planned circulation systems, as shown on Figure 2.4.

The backbone system will be designed and constructed in the initial phase of development, allowing subsequent development to occur at any location within the Woodlands Village. All site utilities will be installed underground.

All development occurring at the Woodlands Village at Flagstaff will be connected to City sewers. Existing facilities serving the site include a 10-inch sewer line to the north, running adjacent to U.S. Highway 66, and an 18-inch sewer line to the southeast of the site, running along the existing State Route 89A alignment. Development within the Woodlands Village will necessitate installation of sewer facilities to meet City code requirements. The developer will cooperate in oversizing as suggested by the City, with the City to pay the incremental costs of the oversizing.

Water service will be provided as part of the City's system for those areas below the 7,000-foot elevation. For those areas above the 7,000-foot elevation, pressure zone A, additional facilities will be necessary in order to provide service. At the concept level, it is envisioned that these facilities will include a reservoir and a pressure booster pump. Development within the Woodlands village will necessitate the installation of water lines to meet City code requirements. The developer will cooperate in oversizing, as suggested by the City, with the city to pay the incremental costs of the oversizing.

Primary facilities for the provision of electric power and telephone facilities will be provided by Arizona Public Service and US West, respectively. US West will provide an underground trunk feeder to a centralized location within the Woodlands Village at Flagstaff. From this location, individual phone service vendors will be responsible for the provision of telephone facilities. Natural gas service will be provided by Southern Union Gas Company as part of the backbone utility system.

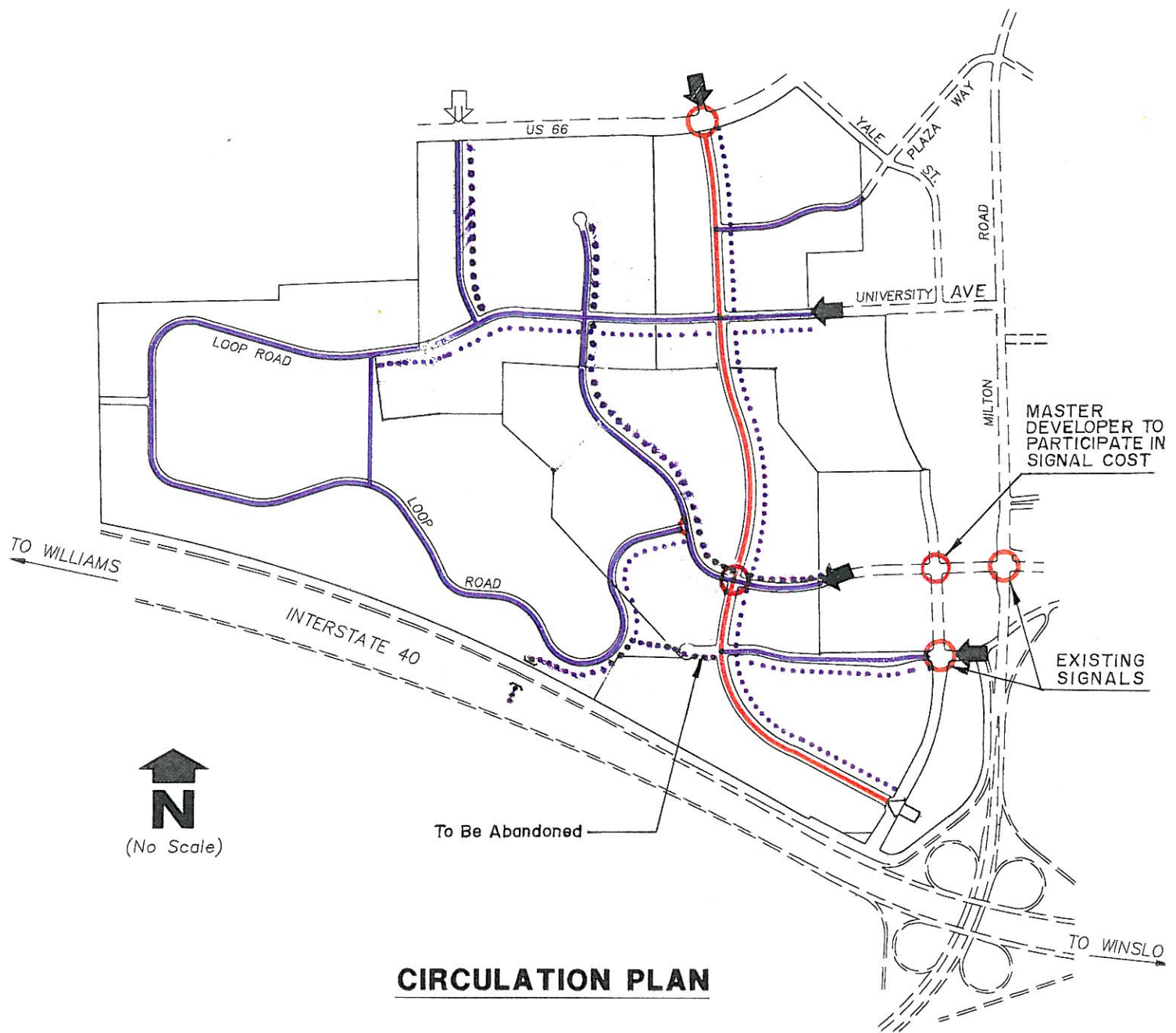
Cable television service will be provided to the Woodlands Village, as part of the backbone system, by Warner-Amex Cable Company.

As the development of various parcels occurs, the installation of individual utilities systems and services will be provided on a timely basis, in logical locations, while maintaining the maximum amount of flexibility with respect to market demands. Development phases may be non-contiguous provided that services through non-developed areas are improved and that the non-developed areas are left relatively untouched.

In order to limit construction costs and minimize the extent of trenching and blasting required for the installation of underground utilities, design and construction of all utilities will be closely coordinated between the developer of the individual parcels and the providers. All utility sizing will be designed to accommodate the ultimate needs of the Woodlands Village at Flagstaff with

reimbursement agreements or other payback measures being instituted for compensation to early phase developers for the oversizing of utilities.

All turnout stations, pull boxes, water tanks, transformers and similar facilities will be visually treated to blend in with the existing and planted landscaping to screen them from view from all roadways. The Master Developer's engineer shall review improvement plans for compliance with this section.



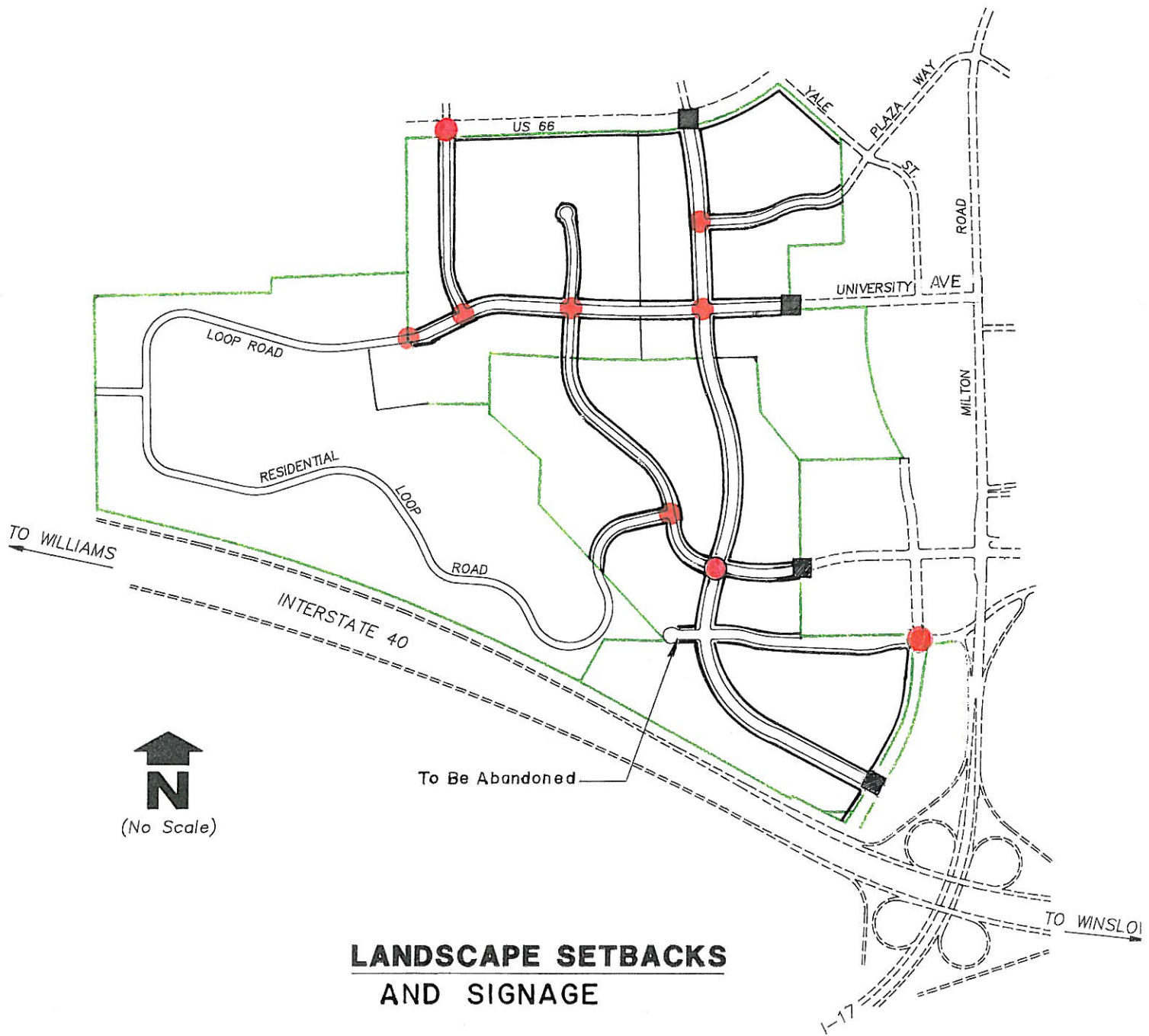
### LEGEND

- ..... Bike Path
- Back Bone System
- Secondary System
- ↑ Major Entry
- ↑ Minor Entry
- Signalized Intersection

**The Woodlands Village**  
at Flagstaff

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.

**FIGURE 2.1**  
**JUNE 1990**



## LANDSCAPE SETBACKS AND SIGNAGE

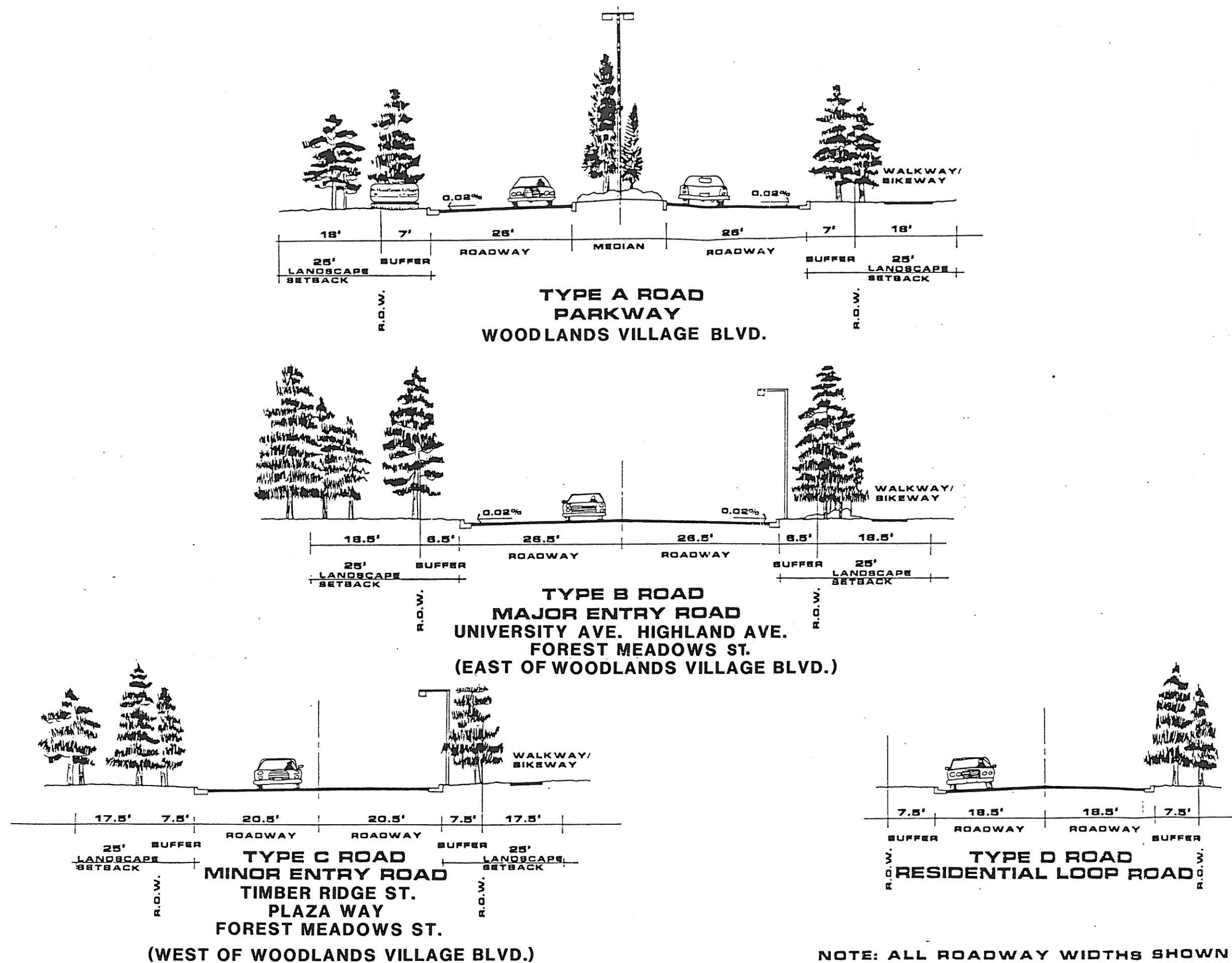
### LEGEND

- 25' Landscape Setback
- ▨ Major Entry Sign
- Project Sign

The Woodlands Village  
at Flagstaff

MKE McLAUGHLIN KMETZ ENGINEERS, LTD.

**FIGURE 2.2**  
**JUNE 1990**



NOTE: ALL ROADWAY WIDTHS SHOWN ARE MEASURED FROM BACK OF CURB TO BACK OF CURB.

*The Woodlands Village*  
at Flagstaff

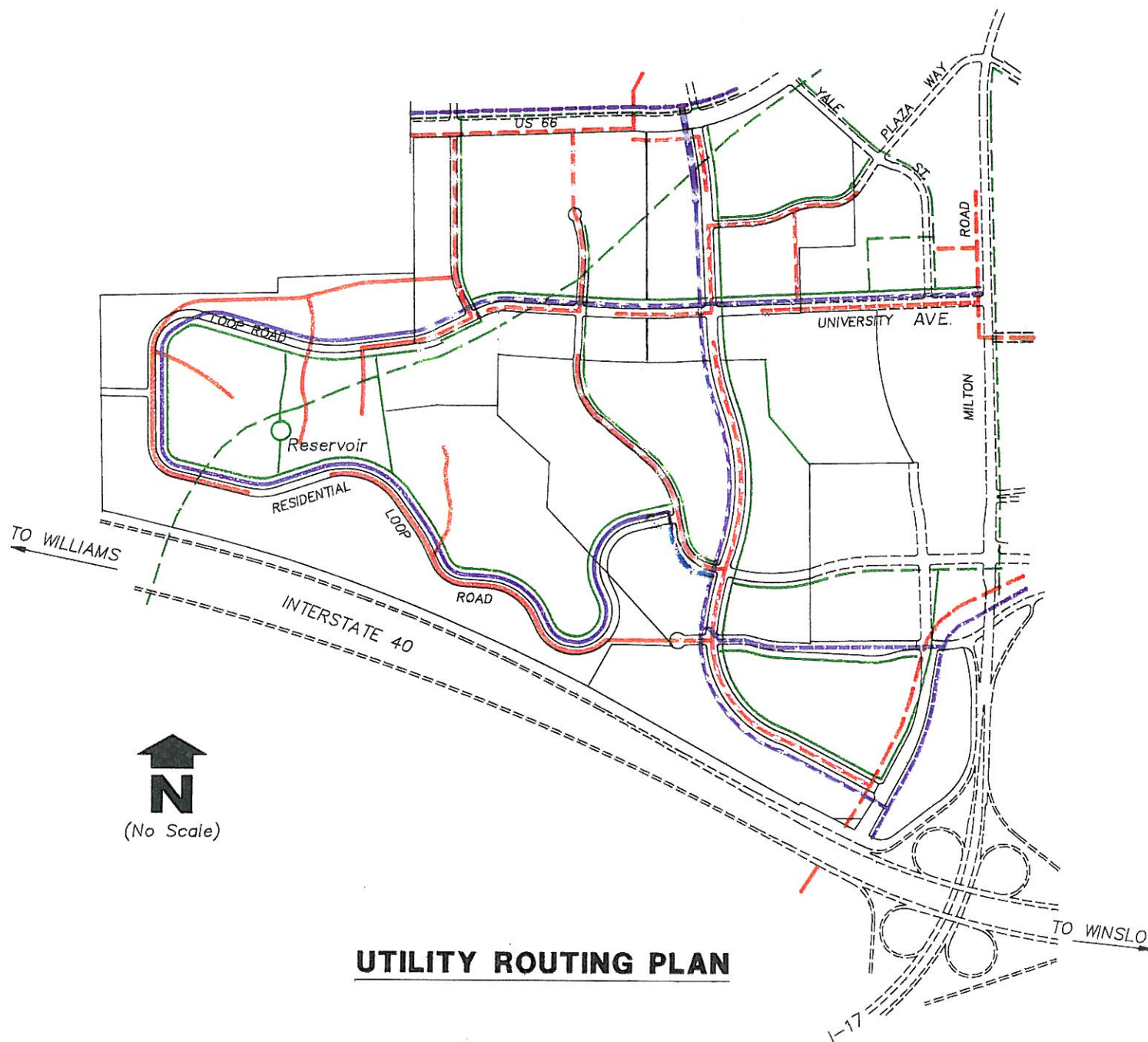
MKE McLAUGHLIN KMETTY ENGINEERS, LTD.

**TYPICAL  
ROAD  
SECTIONS**

**FIGURE 2.3**

JUNE 1990





## UTILITY ROUTING PLAN

### LEGEND

|  |                            |
|--|----------------------------|
|  | EXISTING SEWER             |
|  | PROPOSED SEWER             |
|  | EXISTING WATER             |
|  | PROPOSED WATER             |
|  | OTHER UTILITIES (EXISTING) |
|  | OTHER UTILITIES (NEW)      |

*The Woodlands Village*  
at Flagstaff

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.

**FIGURE 2.4**  
**JUNE 1990**

**Soils:**

The preliminary soil data for the Woodlands Village was provided by the U.S. Soil Conservation Service General Soil Map for Coconino County, Arizona, revised May, 1972 and a preliminary field reconnaissance performed for the property owner in 1974. The soil types listed are delineated on the basis of their agricultural classification. While this provides data regarding the agricultural suitability and engineering characteristics of the surface soils, such information is generally irrelevant where they would be removed by development grading and incorporated into fills derived largely from bedrock formations. Soil mapping is more pertinent where natural slopes are to remain ungraded and structures are to be constructed on them.

The Soil Conservation Service soil map delineates the area as being in the Broliar-Sponseller Association. Broliar soils have dark colored, cobbly, or stony loam surface layers covered by forest litter and reddish brown clay loam or clay subsoils. Basalt bedrock is at depths of approximately 30 to 60 inches. Slopes are from 0 to 30 percent. Sponseller soils are on basalt flows and cinder cones with dominant slopes of approximately 8 to about 25 percent with reddish brown gravelly or cobbly loam surface layers and reddish-brown gravelly or cobbly clay loam subsoils. Weathered bedrock of basaltic or cindery materials is at depths of 24 to 60 inches.

The soils delineated in the field reconnaissance include the following types:

- Amos fine sandy loam
- Thunderbird stoney clay loam
- Lynx loam
- Broliar stoney clay loam
- Jacques (Jacks) clay loam
- Tortugas-Daze complex

Significant soil characteristics include limited rock depth, slow percolation rates, and high shrink-swell potential. Detailed soils/geotechnical investigations will be performed during the engineering phase of design. The site's other development constraints are depicted on Figure 3.1.

**Topography:**

The Woodlands Village site is generally comprised of moderately rolling terrain that gradually rises towards the west. The total change in elevation from low (6861.5) to high (7061.9) is slightly more than 200 feet over a distance of 5050 feet. Figure 3.2 visually depicts the change in elevation across the property.

**Slope:**

A slope analysis of the site is shown in Figure 3.3. The slopes delineated correspond with those required in the Flagstaff Zoning Code for determination of minimum lot sizes in the Residential Zone: 0-8%, 8%-16%, 16%-25% and over 25%. Over 90% of the site has slopes of less than 16%, with less than 2% of the site having slopes over 25%. Generally, the areas of steeper slopes, 16% and over, will be left as open space and will not affect development. Areas within the Residential Zone having a slope of 25% or greater will not be built upon. These areas shall be considered for open space. The City of Flagstaff Development Review Board shall review site plans and tentative plats within the Residential Zone and enforce this restriction.



**Drainage:**

Preliminary concepts for the design of storm drainage facilities necessary for development in the Woodlands Village are based on each parcel providing detention of shown runoff in accordance with City of Flagstaff criteria. In order to dispose of detained runoff, natural drainage ways and washes will be used whenever possible. The streets are located and designed to accommodate minor runoff quantities. Drainage easements across lots will be kept to a minimum, but to avoid massive grading operation to reverse or change the existing drainage patterns, easements will become necessary to accommodate the runoff. All constructed channels and drainage ways will be designed to establish a natural, attractive appearance.

When a parcel gets to the development stage, grading and drainage plans are subject to the City of Flagstaff review and approval.

It is envisioned that there will be some improvements to existing waterways to keep a 100 year frequency storm within the designated channels and if detailed engineering shows the need, detention locations will be provided. The Engineer's Design Report for each development will address drainage improvements. The City shall approve this Report for conformance with City standards and requirements of this Specific Area Plan.

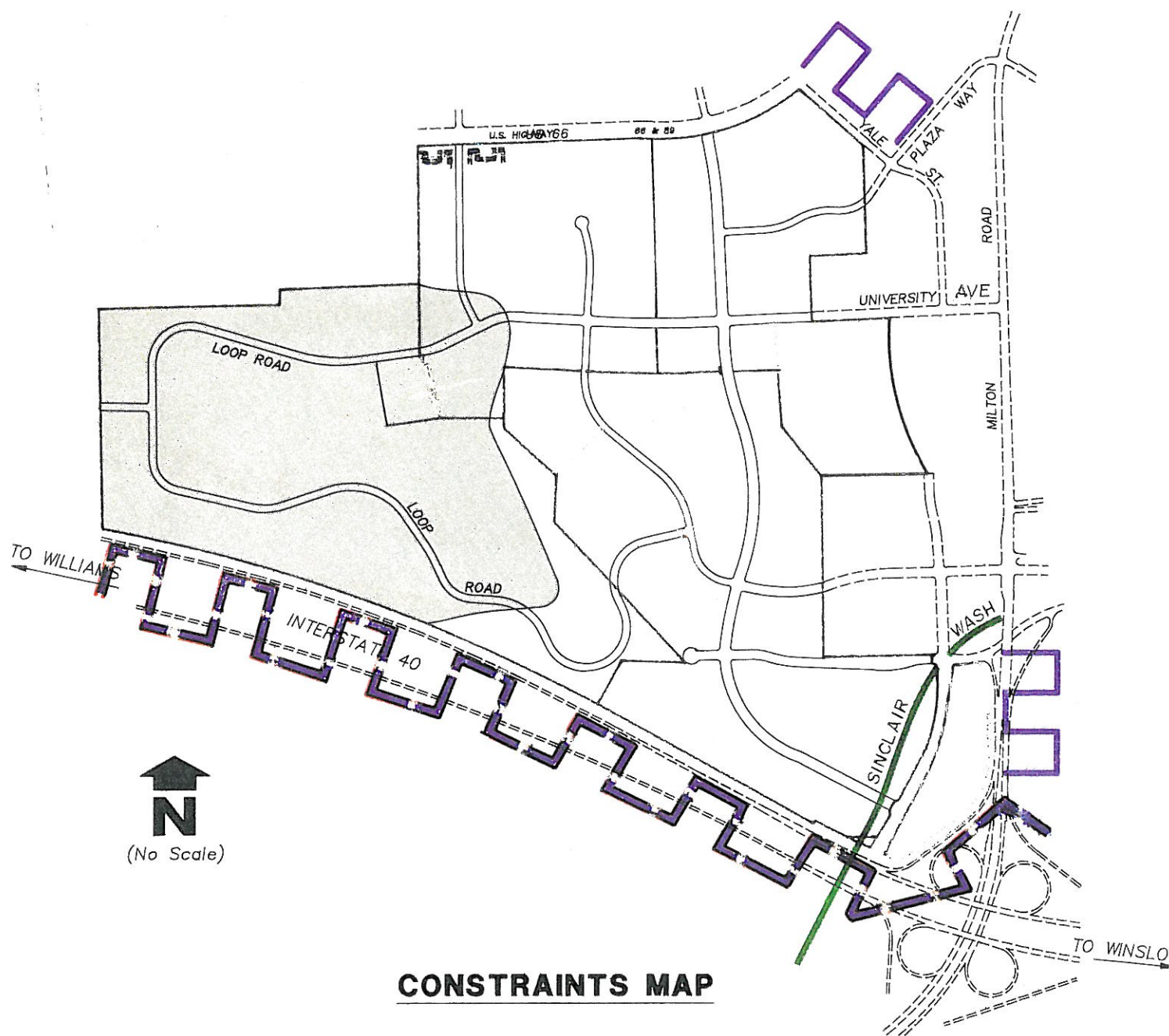
**Grading:**

The proposed earthwork within the Woodlands Village at Flagstaff will be conducted in such a manner as to maintain as well as enhance the aesthetic qualities of the site, and to minimize the need to alter the natural terrain. The Master Developer's engineer shall review all proposed site grading plans for compliance with this Section.

Site engineering designs which fit into the existing topography will be encouraged, subject to the following limitations.

1. Grading on slopes above 20 percent, except in the vicinity of the building envelope and drives, will be prohibited unless it is demonstrated during site plan review that such grading impacts can be adequately mitigated. This shall be accomplished by the Master Developer's engineer. He shall review site plans for compliance with this Section and submit a letter to the developer and the City of Flagstaff regarding compliance with the intent of the Specific Area Plan.
2. The overall shape, height and grade of any cut or fill slope will be developed in concert with the existing natural contours and scale of the natural terrain of a particular site.
3. The toe and crest of all cut and fill slopes in excess of five (5) feet vertical height, but not greater than ten (10) feet vertical height, will be rounded with vertical curves.
4. The toe and crest of all cut and fill slopes in excess of ten (10) feet vertical height, excepting the toe of any slope within twenty-five (25) feet of a dwelling, will be rounded with vertical curves of radii no less than five (5) feet and designed in proportion to the total height of the slope.

5. Where cut or fill slopes exceed 100 feet in horizontal length, the horizontal contours of the slope should be curved in a continuous , undulating fashion with varying radii to reflect the characteristics of the natural terrain.
6. The developer/owner of a site will be responsible for the maintenance and upkeep of all slope planting and irrigation systems until such time as the responsibility for these operations are transferred to other parties.
7. Within the 166 acre residential area, no structure shall be built on or over slopes of 25% or greater, except for cantilevered decks and porches. No cuts and fills will be allowed on slopes of 25% or greater (as shown on Figure 3.3).



### LEGEND



ZONE A Water Service



Wash/Flood Zone



Limited Access



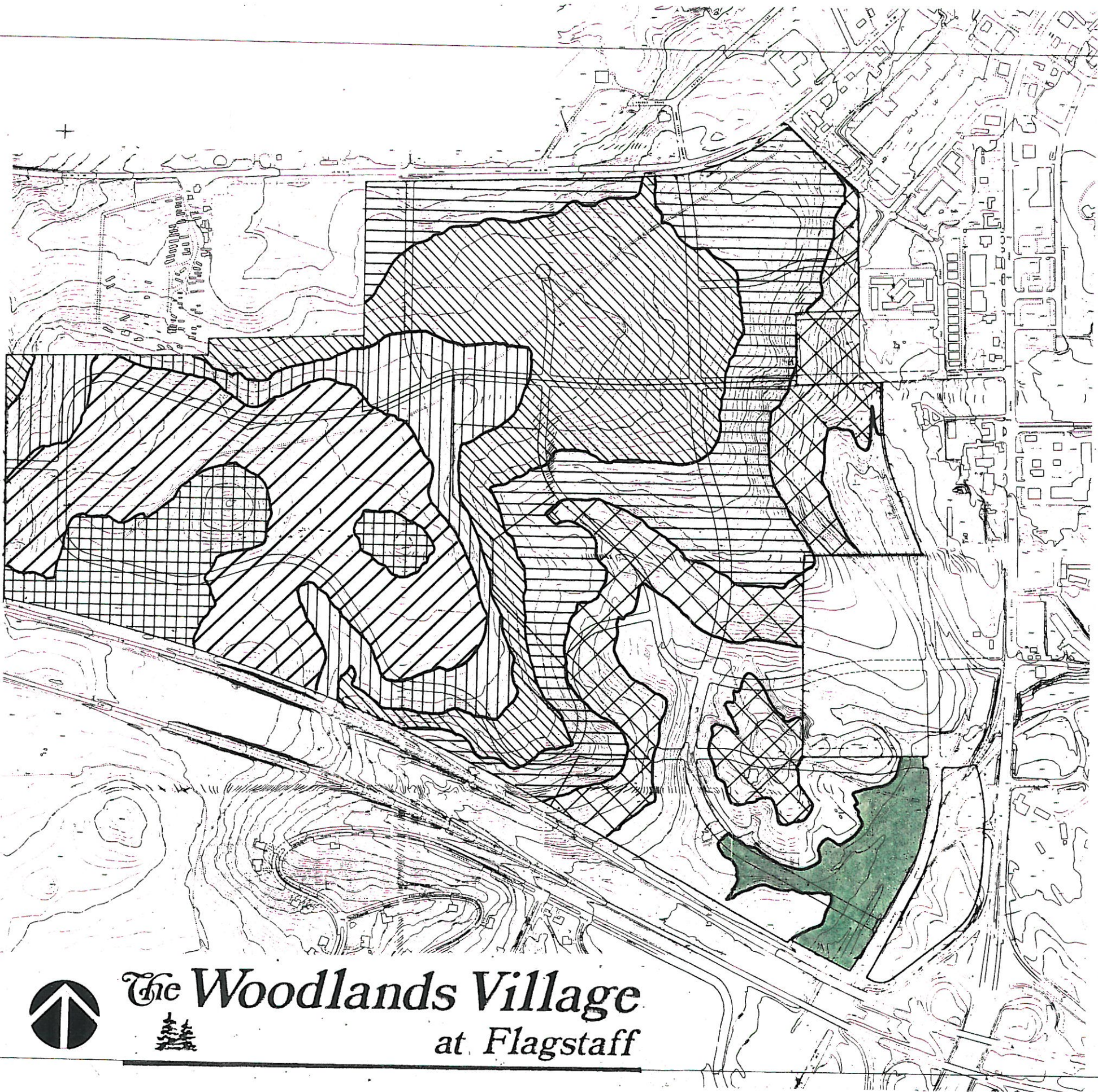
No Access

**The Woodlands Village**  
at Flagstaff

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.


**FIGURE 3.1**  
**JUNE 1990**





| LEGEND |                |
|--------|----------------|
|        | 7040+          |
|        | 7020-7039      |
|        | 7000-7019      |
|        | 6970-6999      |
|        | 6940-6969      |
|        | 6910-6939      |
|        | 6880-6909      |
|        | LESS THAN 6879 |

# TOPOGRAPHY


**The Woodlands Village**  
 at Flagstaff

JUNE 1990

FIGURE 3.2





# SLOPE ANALYSIS

## *The Woodlands Village* *at Flagstaff*

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.

FIGURE 3.3

JUNE 1990

A



The provisions of the Development Guidelines contained on the following pages outline the modifications to the applicable sections of the City of Flagstaff Zoning Code proposed for the Woodlands Village at Flagstaff. These modifications apply to the Residential, Commerce/Commercial and Business Park properties and will support and guide development in the project throughout time.

All development within the Woodlands Village at Flagstaff will comply with the Development Guidelines contained herein, as well as the provisions of the City of Flagstaff Zoning Code which have not been specifically amended. Variances to the provisions of the Development Guidelines will be handled as provided by the City of Flagstaff Zoning Code.

## RESIDENTIAL DISTRICT

### I. Intent and Purpose

The residential District is hereby established to provide for the development of medium (8 du/ac) through high (25 du/ac) residential densities in an environment having maximum living amenities. It is the purpose of the Residential District to promote the greater residential design flexibility, more efficient use of open space and better separation of pedestrian and vehicular traffic.

### II. Use Regulations

Permitted Uses. No building or structure or land shall be used, and no building or structure shall be designed, erected, structurally altered or enlarged except for the following:

- A. One-family dwellings, subject to the development standards contained herein.
- B. Two-family dwellings, subject to the development standards contained herein.
- D. Multiple-family dwellings.
- E. Accessory buildings and structures.
- F. Planned unit residential developments.

The following uses are specifically excluded from the Residential District:

- 1. Mobile home parks and subdivisions.
- 2. Travel trailer parks and subdivisions.

#### Uses Permitted Subject to Conditional Use Permits

- A. Churches and Church related facilities.
- B. Government or public services, utilities and their facilities necessary to provide services for urban development.

### III. Property Development Standards

The following property development standards shall apply to all land or structures in the Residential District.

#### A. Lot Area -

- 1. Single-family detached dwellings shall be developed on a minimum lot size of 6000 square feet.

2. There shall be a minimum lot size of 1500 square feet for townhouses, condominiums or apartment units.
3. All residential properties will be processed for subdivision or site plan review on a minimum development parcel size of two (2) acres.

B. Lot Dimensions -

1. Width - each lot shall have a minimum width of sixty (60) feet.
2. Depth - each lot shall have a minimum depth of ninety-four (94) feet.

C. Population Density -

There shall be a maximum number of 2128 dwelling units within the Woodlands Village at Flagstaff, exclusive of resort hotel rooms or casitas, or nursing home expansion units. The maximum density of the westernmost Residential area 166 acres shall be 8 dwelling units/acre. The remaining area designated for residential use, 22.6 + 9.1 acres, shall have maximum density of 25 dwelling units/acre. Residential developments in Commerce/Commercial areas shall not exceed a maximum density of 25 dwelling units/acre. The number of dwelling units allowed in the Commerce/Commercial area is not included in the total of 2128 dwelling units permitted in the Residential Area.

D. Maximum Lot Coverage -

The maximum area of a lot occupied by structures and open projections shall not exceed 40 percent.

E. Building Setbacks -

The required setback of all principal buildings from lot lines shall be as follows (see examples in Figure 4.3):

1. Front Yard - twenty (20) foot minimum front yard required.
2. Rear Yard - a total of the sum of the front yard plus rear yards shall not be less than fifty (50) feet, with a minimum rear yard of ten (10) feet required.
3. Side Yard - a total of thirteen (13) feet minimum side yard required. Zero lot lines are permissible with a minimum of ten (10) feet required between buildings. A minimum ten (10) foot side yard setback is required adjacent to an interior street.

F. Perimeter Standard -

The required setbacks for structures which are located at the perimeter of a residential development shall be as follows:

1. A minimum twenty-five (25) foot front or rear yard required.

2. Minimum ten (10) foot side yards required.

These standards do not apply to the development of Parcel E, as depicted on the Land Use Plan, which will be developed for the expansion of the Pine Care Nursing Home. The provisions of the Flagstaff Zoning Code which were applied to the first phase development of the nursing home shall apply to the expansion as well.

G. Common Areas -

The minimum area required to be used and enjoyed by residents of a development shall be five percent (5%) of the gross development area. The common areas provided may be improved or unimproved and must be contained within the subdivision boundaries.

- H. At the time of site plan review, the proposed residential developer shall submit notice of approval from the Master Developer indicating compliance with the provisions of the deed restrictions which control the consistent use of colors, textures and materials with existing adjacent developments, proper linkage to natural features, open areas and transportation systems, the most efficient building siting and orientation and proper transitions to non-residential uses.

- I. Wherever the natural terrain of any lot or parcel or any portion thereof within any residential district has a slope of sixteen percent (16%) or greater, that lot or parcel or that portion of the lot or parcel shall be considered to be in a hillside development area. The hillside development area shall commence at the midpoint of the one hundred (100) foot horizontal dimensions used to determine the slope. (See Figure 4.1.)

Special yard, height, area coverage and density requirements for residential development in the hillside development area in any residential district shall be as follows:

1. The maximum number of lots into which hillside development area land may be subdivided shall be the sum of the number of lots allowed by the zoning district or the sum of the number of lots allowed in each category of land as shown by the following table, whichever is the lessor number:

| <u>SLOPE OF LAND</u> | <u>MAXIMUM NUMBER OF<br/>LOTS PER GROSS ACRE</u> |
|----------------------|--|
|----------------------|--|

|              |      |
|--------------|------|
| 16% TO 24.9% | 1.10 |
|--------------|------|

There shall be no more lots created than permitted by the slope category, except that lots not placed in a slope category may be placed in a lower slope category so long as the total number of lots in the hillside development area shall not exceed the sum of the lots permitted in each slope category.

2. The total ground floor area of all buildings in the development shall not occupy more than twenty-five (25%) percent of the total site.

3. No building shall exceed a height of two (2) stories, not to exceed thirty (30) feet above the natural grade of the land at any section through the structure.
4. Yards to be provided per district requirements.
5. To calculate the number of acres in each slope category:
  - (a) Determine those locations where slopes of sixteen percent (16%) and twenty-five percent (25%) begin by application of one hundred (100) foot straight lines (see Figure 4.2) on a topographic map.
  - (b) Connect the midpoints of each series of one hundred (100) foot lines of the same slope category to establish the limits of that slope category.
  - (c) Measure the areas resulting between each series of straight lines to determine the areas in each slope category.

The topographic map shall be at a scale of 100 feet or less to the inch and shall contain contours at five foot intervals.

Application for slope category determination shall be made to the Development Review Board and Planning Commission. If the application meets the criteria of this Section, the City shall accept an applicant's slope category analysis. If the analysis is not acceptable, the applicant may add any number of additional 100 foot lines to the staff analysis for a more precise determination of the slope category lines.

6. No building or structure shall be built on slopes of 25% or greater (as shown on the Slope Analysis Map, Figure 3.3) except for cantilevered porches or decks. This condition applies to the 166-acre tract only.

#### J. Place of Buildings and Structures -

1. A building or structure shall not occupy any portion of a required yard except as specifically set forth in the Specific Plan or in the City of Flagstaff Zoning Code.
2. The distance between main buildings on the same lot shall be a minimum of fifteen (15) feet, except when buildings are arranged front to front about an open space, the minimum distance shall be twenty-five (25) feet. For each story of building height above the second story, the space between buildings shall be increased two and one-half (2 1/2) feet.
3. The distance between main buildings and accessory buildings shall be a minimum of ten (10) feet.

#### K. Height - Building heights shall be limited to a maximum of fifty (50) feet.



IV. Off-street Parking

A minimum of two (2) off-street parking spaces shall be provided for each residential dwelling unit and as specifically provided in the parking standards contained in the City of Flagstaff Zoning Code.

V. Usable Common Area

There shall be a minimum outdoor common area provided in each Residential development at five (5%) percent of the gross development area. In addition, an open space buffer shall be provided in the Residential Districts to allow separation from the Commerce/Commercial and Business Park Districts when immediately adjacent to said districts. The buffer shall be thirty (30) feet in width. (See Figure 1.6). Credit for the 5% Usable Common Area requirement specified here may be given outside the subdivision development in areas designated as areas for open area consideration on Figure 1.6. For example, if a parcel in Residential Lot A does not have a 5% usable Common Area, then the developer of Residential Lot A may negotiate with the Master developer to provide open area within another part of Woodlands Village as shown on Figure 1.6 - noted as "Open Space (Proposed)". The Table on Figure 1.6 shall be revised as credit is taken in the Residential Area. Figure 1.6 shall be submitted to the City of Flagstaff with tentative plat or site plan submittal.

VI. Street Frontage or Access

Each lot shall have frontage on a private or dedicated public street.

VII. Signs

The provisions of the City of Flagstaff Sign Code shall apply.

VIII. Lighting

On-site lighting and public street lights shall conform to applicable City of Flagstaff Standards and Ordinances.

## COMMERCE/COMMERCIAL DISTRICT

### I. Intent and Purpose

The Commerce/Commercial District is intended to provide for a full range of commercial services for the motoring public and for the community in general. This district is designed for location in areas designated on the Land Use Plan and to be compatible with each other and adjacent residential districts.

### II. Use Regulations

- A. Permitted Uses - No building, structure or premises shall be erected, altered, enlarged or used except for those uses permitted in the C-1 Neighborhood, C-2 Community and C-3 Highway Commercial Districts by right.

1. Nursing Homes.
2. Any other such use(s) as determined by resolution of the Planning and Zoning Commission and approved by the City Council to be similar to those use(s) permitted above and not detrimental to the public health, safety and general welfare.

The following uses are specifically excluded from the Commerce/Commercial District:

1. Any other use whose primary purpose or nature is first specified as a permitted use in the Business Park District.
2. Junk yards.
3. Lumber yards.
4. Used car sales lots.
5. Truck yards or terminals.
6. Mobile home or travel trailer parks and facilities.
7. Liquefied Petroleum Gas or Fuel Storage for retail sales.

- B. Uses permitted subject to Conditional Use Permit

1. Conditional uses in the C-1 neighborhood, C-2 community and C-3 Highway Commission District.
2. All uses permitted in the Residential District, as amended herein.

- C. Limitation on Permitted Uses. Every use permitted in the Commerce/Commercial District shall be subject to the following limitations:

1. Storage shall be limited to accessory storage of commodities sold at retail on the premises and shall be within an enclosed building.
2. A maximum six (6) foot high solid wall or screening shall be constructed and maintained on all property lines which abut a Residential District unless a determination is made by the Development Review Board that such screening is not necessary due to major topography changes or adjacency to major open space corridors which create enough separation.
3. Lighting requirements shall be in accordance with the City of Flagstaff Lighting Ordinance except as modified herein. All lighting fixtures providing illumination of any ground area or building exterior shall be arranged and located so as to direct the light away from any abutting Residential District or public street. All such lighting shall be designed so that no light is directed or reflected above the horizon.
4. Every Commerce/Commercial District use shall have a minimum of eighty (80) foot frontage on a public or private street.
5. All products incidental to a permitted use which are manufactured, fabricated, stored or processed on the premises shall be sold on the premises and at retail only and shall be further limited as follows:
  - a. Such activity shall be restricted to not over fifty percent (50%) of ground floor area of the building or buildings.
  - b. Not more than fifteen (15) employees shall be engaged in such activity.
  - c. Such activity shall be contained within a fully enclosed building.
6. Residential Uses located in the Commerce/Commercial District other than the Pine Care Nursing Home expansion, shall comply with the following:
  - a. All standards listed for the Residential District.
  - b. A minimum ten (10) foot landscaped perimeter shall be provided and no dwelling may be located within twenty-five (25) feet of the residential development perimeter, for all side and rear yards adjacent to non-residential uses.
  - c. The provisions of the City of Flagstaff Zoning Code for the R-R District shall apply to the Pine Care Nursing Home expansion.
7. Where a Commerce/Commercial District abuts a Residential District, no building or structure shall be placed within twenty-five (25) feet of the Residential District, with the exception of Parcel E, as depicted on the Land Use Plan, which will be developed for the expansion of the Pine Care Nursing Home. The provisions of the Flagstaff Zoning Code which were

applied to the first phase development of the nursing home shall apply to the expansion as well.

8. Where a Commerce/Commercial District abuts the street and more than fifty percent (50%) of the lineal frontage of both sides of the street for the block in which the district is located is zoned Residential, there shall be provided a minimum twenty-five (25) foot setback which shall be landscaped and maintained except for driveways and walkways/bikeways.
9. No use shall be established, maintained or conducted in any Commerce/Commercial District which may cause any:
  - a. Dissemination of smoke (from other than wood burning sources), gas, dust, obnoxious odor or any other atmospheric pollutant outside the building in respect to a use or any part thereof that is not conducted within a completely enclosed building, or any such dissemination whatsoever.
  - b. Noise perceptible beyond the boundaries of the immediate site of the use.
  - c. Discharge of any waste material whatsoever into any water course or ditch.
  - d. Dissemination of glare or vibration beyond the immediate site of the use.
  - e. Traffic hazards or congestion on any street primarily serving the Residential Districts.
  - f. Physical hazard by reason of fire, explosion, radioactivity, or any similar cause to property in the same or an adjacent district.
10. Every use, or part thereof, that is not conducted within a building completely enclosed on all sides shall be enclosed within a wall or fence or such material, construction and height as to completely screen all operations conducted within such wall or fence from observation from outside the site. Such use shall not be permitted in the front yard or in the required side or rear yard setbacks.
11. An open space buffer shall be provided on all Residential District perimeters adjacent to a Commerce/Commercial District. Said open space buffer shall be thirty (30) feet in width (See Figure 1.6). All or a portion of the open space buffer may be provided in the Commerce/Commercial district.
12. Wherever the natural terrain of any lot or parcel or portion thereof has a slope of sixteen percent (16%) or greater, that lot or parcel or portion thereof shall be considered to be in a hillside development area. The hillside development area shall commence at the midpoint of the one hundred (100) foot horizontal dimensions used to determine slope. (See Figure 4.1.) Special

yard, height and area coverage requirements for the hillside development area in any Commerce/Commercial District shall be as follows:

- a. Yards shall be as provided per the district requirements.
- b. The total ground floor area of all buildings in the development shall not occupy more than twenty-five percent (25%) of the total site.
- c. No building shall exceed a height of two (2) stories, not to exceed thirty (30) feet, above the natural grade of the land at any section through the structure.
- d. Limits on density shall be the same as in the Residential District development standards.

The method of calculating the number of acres in each slope category shall be the same as discussed in the Residential District Development Standards.



### III. Property Development Standards

- A. Lot Coverage - The lot coverage of permitted uses shall not exceed fifty percent (50%) including covered parking areas but excluding uncovered parking areas.
- B. Building Heights - Building heights in the Commerce/Commercial District shall be limited to sixty (60) feet. A sun/shadow impact analysis shall be considered at the time of Development Review Board review. If there is a negative impact on solar access because of the building height proposed, the request may be denied.
- C. Area and Minimum Lot Size - The minimum lot size for any one business shall be 10,000 square feet with a minimum street frontage of eighty (80) feet and a minimum depth of one hundred (100) feet.
- D. Yards - The required setback of all principal buildings from lot lines shall be as follows (see examples in Figures 4.4 and 4.5):
  - 1. Front Yards - There shall be a minimum front yard of twenty-five (25) feet for each one-story building, not exceeding twenty (20) feet in height. An additional ten (10) foot front yard setback shall be provided for each story above twenty (20) feet, with a maximum required setback of forty (40) feet. The front yard shall be landscaped and maintained, except for driveways, walkways/bikeways. No parking is permitted within the twenty-five (25) foot landscaped area including the landscaped area in the right-of-way adjacent to the system to meet their landscaping requirements.
  - 2. Side Yards - A one story building, not exceeding twenty (20) feet in height, may be built within twenty-five (25) feet of any Residential District. Multi-story buildings shall provide an additional ten (10) foot side yard setback for each story above twenty (20) feet. A minimum of ten (10) feet of landscaping shall be provided and maintained within a required setback. On all interior lot lines abutting an adjacent Commerce/Commercial or Business Park Zone, there shall be no required side yards. On all exterior lot lines adjacent to public or private streets, there shall be a fifteen (15) foot side yard setback with no parking. The properties whose side yard(s) are adjacent to the backbone circulation system may use all of the twenty-five (25) foot landscaped area including the landscaped right-of-way adjacent to the system to meet their landscaping requirement.
  - 3. Rear Yards - A one-story building not exceeding twenty (20) feet in height may be built within twenty-five (25) feet of any Residential District. Multi-story buildings shall provide an additional ten foot rear yard setback for each story of the building above twenty (20) feet. a minimum of ten (10) feet of landscaping shall be provided and maintained within a required setback. On interior lot lines abutting an adjacent Commerce/Commercial or Business Park Zone, there shall be no required rear yards.

- E. Rubbish or Refuse Storage Area - Every development in the Commerce/Commercial District shall have a refuse storage area constructed and provided in accordance with City standards. The location and design shall be approved by the Development Review Board.
- F. At the time of site plan review, the developer shall submit a notice of approval from the Master Developer indicating compliance with the provisions of the deed restrictions which control the consistent use of color, texture and design features to assure compatibility and proper integration with existing projects.

#### IV. Off-street Parking

Parking shall be provided in accordance with the parking standards contained herein and in the City of Flagstaff Zoning Code.

#### V. Lighting

On-site lighting and public street lights shall conform to applicable City of Flagstaff Standards and Ordinances.

## **BUSINESS PARK DISTRICT**

### **I. Intent and Purpose**

The Business Park District is intended to provide a use area for industrial businesses and those retail uses that are accessory to the permitted operations.

### **II. Use Regulations**

A. Permitted uses - No building, structure or premises shall be erected, altered, enlarged or used except for those uses permitted in the C-4 Commercial Service, R&D Research and Development, I-1 Restricted Industrial Districts by right and conditional use permit and the following:

1. All other uses permitted in the Commerce/Commercial District as amended herein with the exception of residential uses (other than accessory caretaker quarters) which are specifically prohibited.
2. All manufacturing, wholesaling, distribution, fabrication, processing, compounding and packaging and storage (including outdoor storage) of goods incidental to a permitted use and subject to the limitations specified below.
3. Caretaker quarters that are accessory to a permitted use.
4. Any other such use(s) as determined by resolution of the Planning and Zoning Commission and approved by the City Council to be similar to those use(s) permitted above and not detrimental to the public health, safety and general welfare.

The following uses are specifically excluded from the Business Park District:

1. Those uses permitted in the Residential District.
2. Junk yards.
3. Mobile home or travel trailer parks and facilities.

B. Limitation on Permitted Uses. Every use in the business Park District shall be subject to the following limitations.

1. A maximum six (6) foot high solid wall or screening shall be constructed and maintained on all property lines which abut a Residential District unless a determination is made by the Development Review Board that such screening is not necessary due to major topographical changes, adjacency to open space corridors which create enough separation or other such reason.
2. Lighting requirements shall be in accordance with the City of Flagstaff Lighting ordinance except as modified herein. All lighting and fixtures providing illumination of any ground area or building exterior shall be

arranged and located so as to direct the light away from any abutting Residential District or public street. All such lighting shall be designed so that no light is directed or reflected above the horizon.

3. Every lot in the Business Park District shall have a minimum of eighty (80) foot frontage on a private or public street.
4. Residential uses are prohibited in the Business Park District, with the exception of accessory caretakers quarters.
5. Where a Business Park District abuts a Residential District, no building or structure shall be placed within twenty-five (25) feet of the Residential District.
6. Where a Business Park District abuts the street and more than fifty percent (50%) of the lineal frontage of both sides of the street for the block in which the district is located is zoned Residential, there shall be provided a minimum twenty-five (25) foot setback which shall be landscaped and maintained except for driveways and walkways/bikeways.
7. No use shall be established, maintained or conducted in any Business Park District which may cause any:
  - a. Dissemination of smoke (from other than wood burning sources), gas, dust, obnoxious odor or any other atmospheric pollutant outside the building in respect to a use or any part thereof that is not conducted within a completely enclosed building, or any such dissemination whatsoever.
  - b. Noise perceptible beyond the boundaries of the immediate site of the use.
  - c. Discharge of any waste material whatsoever into any water course or ditch.
  - d. Dissemination of glare or vibration beyond the immediate site of the use.
  - e. Traffic hazards or congestion on any street primarily serving the Residential Districts.
  - f. Physical hazard by reason of fire, explosion, radioactivity, or any similar cause to property in the same or an adjacent district.
8. Every use, or part thereof, that is not conducted within a building completely enclosed on all sides shall be enclosed within a wall or fence or such material, construction and height as to completely screen all operations conducted within such wall or fence from observation from outside the site. Such use shall not be permitted in the front yard or in the required side or rear yard setbacks.

9. An open space buffer shall be provided on all Residential District perimeters adjacent to a Business Park District. Said open space buffer shall be thirty (30) feet in width. (See Figure 1.6). All or a portion of the buffer may be provided for in the Business Park District.
10. Wherever the natural terrain of any lot or parcel or any portion thereof has a slope of sixteen percent (16) or greater, that lot or parcel or any part thereof shall be considered to be in a hillside development area. The hillside development area shall commence at the midpoint of the one hundred (100) foot horizontal dimensions used to determine slope. See Figure 4.1.) Special yard, height and area coverage requirements for the hillside development area in any Business Park District shall be as follows:
  - a. Yards shall be as provided per the district requirements.
  - b. The total ground floor area of all buildings in the development shall not occupy more than twenty-five percent (25%) of the total site.
  - c. No building shall exceed a height of two (2) stories, not to exceed thirty (30) feet, above the natural grade of the land at any section through the structure.

The method of calculating the number of acres in each slope category shall be the same as discussed in the Residential District Development Standards.

### III. Property Development Standards

- A. Lot Coverage - The lot coverage of permitted uses shall not exceed sixty percent (60%) including covered parking areas but excluding uncovered parking areas.
- B. Building Heights - Building heights in the Business Park District shall be limited to sixty (60) feet. A sun/shadow impact analysis shall be considered at the time of Development Review Board review. If there is a negative impact on solar access because of the building height proposed the request may be denied.
- C. Minimum Lot Size - The minimum lot size for any one business shall be 10,000 square feet with a minimum street frontage of eighty (80) feet and a minimum depth one hundred (100) feet.
- D. Yards - The required setback of all principal buildings from lot lines shall be as follows (see examples in Figures 4.3, 4.4 and 4.5):
  1. Front Yards - There shall be a minimum front yard of twenty-five (25) feet for each one-story building, not exceeding twenty (20) feet in height. An additional ten (10) foot front yard setback shall be provided for each story above twenty (20) feet, with a maximum required setback of forty (40) feet. The front yard shall be landscaped and maintained, except for driveways, walkways/bikeways. No parking is permitted within twenty-five (25) feet of the landscaped area adjacent to the backbone circulation system. The properties fronting on the backbone circulation system may use all of the



twenty-five (25) foot landscaped area, including the landscaped right-of-way adjacent to the system, to meet their landscaping requirement.

2. Side Yards - A one story building, not exceeding twenty (20) feet in height, may be built within twenty-five (25) feet of any Residential District. Multi-story buildings shall provide an additional ten (10) foot side yard for each story above twenty (20) feet. A minimum of ten (10) feet of landscaping shall be provided and maintained within a required setback. On all interior lot lines abutting an adjacent Commerce/Commercial or Business Park Zone, there shall be no required side yards. On all exterior lot lines adjacent to public or private streets, there shall be a fifteen (15) foot side yard setback. The properties whose side yard(s) are adjacent to the backbone circulation system may use all of the twenty-five (25) foot landscaped area including the landscaped right-of-way adjacent to the system to meet their landscaping requirement.
3. Rear Yards - A one-story building not exceeding twenty (20) feet in height may be built within twenty-five (25) feet of any Residential District. Multi-story buildings shall provide an additional ten (10) foot rear yard setback for each story of the building above twenty (20) feet. A minimum of ten (10) feet of landscaping shall be provided and maintained within a required setback. On interior lot lines abutting an adjacent Commerce/Commercial or Business Park Zone, there shall be no required rear yards.

E. Rubbish or Refuse Storage Area - Every development in the Commerce/Commercial District shall have a refuse storage area constructed and provided in accordance with City standards. The location and design shall be approved by the Development Review Board.

F. At the time of site plan review, the developer shall submit a notice of approval from the Master Developer indicating compliance with the provisions of the deed restrictions which control the consistent use of color, texture and design features to assure compatibility and proper integration with existing projects.

#### IV. Off-street Parking

Parking shall be provided in accordance with the parking standards contained herein and in the City of Flagstaff Zoning Code.

#### V. Lighting

On-site lighting and public street lights shall conform to applicable City of Flagstaff Standards and Ordinances.

## **OFF-STREET PARKING AND LOADING**

### **I. Intent and Purpose**

The purpose of this article is to alleviate or prevent congestion of the public streets and to promote the safety and welfare of the public by establishing minimum requirements for the off-street parking and loading and unloading of motor vehicles in accordance with the use to which the property is put.

### **II. Scope and Regulations**

The off-street parking and loading provisions of the Woodlands Village Specific Plan shall apply as follows:

- A. For all buildings and structures erected and all land uses established in the Woodlands Village at Flagstaff accessory parking and loading facilities shall be provided as required by the regulations of the district in which such buildings or uses are located.
- B. When the intensity or use of any building, structure or premises shall be increased through addition of dwelling units, gross floor area, seating capacity or other units of measurement specified herein for required parking or loading facilities, parking and loading facilities as required herein shall be provided for such increase in intensity of use.
- C. Whenever the existing use of a building or structure shall hereafter be changed to a new use, parking or loading facilities shall be provided as required for such new use.

### **III. Damage or Destruction**

For any conforming building or use which is in existence on the effective date of this Title which subsequent thereto is damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, re-established or repaired, off-street parking or loading facilities need not be provided, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. However, in no case shall it be necessary to restore or maintain parking or loading facilities in excess of those required by this Chapter for equivalent new uses or construction.

### **IV. Control of Off-site Parking Facilities**

When required parking facilities are provided on land other than the zoning lot which the building or use served by such facilities is located, they shall be and remain in the same possession or ownership as the zoning lot occupied by the building or use to which the parking facilities are accessory. No such off-site parking facilities shall be authorized and no occupancy permit shall be issued where the plans call for parking facilities other than on the same zoning lot until and unless the Development Review Board has reviewed the plans and heard the applicant and made findings that the common ownership or possession of the zoning lot and the site of the parking facilities are reasonably certain to continue and that

the off-site parking facilities will be maintained at all times during the life of the proposed use or building.

V. Submission of Plot Plan

Any application for a building permit, or for a certificate of occupancy where no building permit is required, shall include therewith a plat plan -- drawn to scale and fully dimensioned--showing any parking, loading facilities or landscaping to be provided in compliance with the Woodlands Village Specific Plan.

VI. Size and Access

Each open off-street parking space shall not be less than nine (9) feet wide and twenty (20) feet long, except as defined below. Each covered off-street parking space shall not be less than ten (10) feet wide and twenty (20) feet long, interior dimensions.

- A. Access to off-street parking areas in the Residential District shall be a minimum of (10) feet wide except as follows:
  - 1. If a driveway is longer than one hundred (100) feet or serves more than the required parking for four (4) dwelling units, the minimum width shall be twenty (20) feet.
  - 2. Two driveways each ten (10) feet wide may be provided in lieu of one (1) twenty (20) foot driveway, provided that a minimum distance of twenty-two (22) feet be maintained between the driveways at the top of slope of driveway aprons.
- B. Access to off-street parking areas from a public street in all Commerce/Commercial and Business Park zones shall be a minimum width of twenty (20) feet or two (2) driveways each twelve (12) feet wide.
- C. All parking spaces within an off-street parking lot shall be located upon an internal driveway of sufficient width to permit safe and easy access to said parking spaces.
- D. All access to Commerce/Commercial and Business Park parking areas shall be from local streets and away from streets in the backbone system unless otherwise approved by the Development Review Board.

The Development Review Board may approve a plan for compact car spaces, provided that a maximum of thirty percent (30%) of the required spaces for each development be delineated as compact car spaces with a width of no less than seven and one-half (7-1/2) feet and a length of not less than 15 feet, and upon a showing that said approval will not create a negative impact on adjacent properties.

VII. Ingress and Egress

No parking space in any parking lot for any Residential, Commerce/Commercial, Business Park or similar use shall be designed or located so as to permit a vehicle to enter or exit

directly from a public street or alley. Ingress and egress from said parking areas shall be from an aisle, driveway or similar arrangement, by forward motion of the vehicle.

#### VIII. Use of Parking Facilities

Off-street parking facilities accessory to a residential use and developed in any Residential District in accordance with the requirements of The Woodlands Village at Flagstaff Specific Plan shall be used solely for the parking of passenger automobiles owned by occupants of the dwelling structures to which such facilities are accessory, or by guests of said occupants. Under no circumstance shall required parking facilities accessory to residential structures be used for the storage of commercial vehicles or for the parking of automobiles belonging to the employees, owners, tenants, visitors or customers of commercial or manufacturing establishments.

#### IX. Joint Parking Facilities

Off-street parking facilities for different buildings, structures, or uses or for fixed uses may be provided collectively in any Commerce/Commercial or Business Park District in which separate parking facilities for each constituent use would be permitted, provided that the total number of spaces so located together shall not be less than the sum of the separate requirements for each use. The Development Review Board may approve a plan for shared parking facilities for separate uses provided that a showing can be made that said separate uses have varying hours of usage and peak demand from each other.

#### X. Computation

When determination of the number of off-street parking spaces required by this ordinance results in a requirement of a fractional space, any fraction of one-half ( $1/2$ ) or less may be disregarded, while a fraction in excess of one-half ( $1/2$ ) shall be counted as one (1) parking space.

#### XI. Parking in Yards

Off-street parking spaces may be located in all side and rear yard areas. Parking may be permitted in the front yard areas subject to a total landscaped area in the front yard equal to not less than ten (10) feet times the lineal frontage, measured in square feet, being provided between the front property line and the parking lot, exclusive of driveways and walkways/bikeways. No parking is permitted within the twenty-five (25) foot landscaped area adjacent to the backbone circulation system.

#### XII. Design and Maintenance

A. Design - All parking areas shall provide for the safe movement of traffic within the off-street parking area and shall include provisions for the following:

1. Separation of the parking areas from the public right-of-way, except for driveways by a minimum total landscaped area equal to not less than ten (10) feet times the lineal frontage, measured in square feet, being provided between the front property line and the parking lot.



2. Layout of all parking spaces and circulation pattern to be approved by the Development Review Board.
  3. Sufficient grade inclinations to assure surface drainage from the lot into a public street or improved drainage channel or structure and away from adjoining properties.
  4. The parking standards indicated herein shall govern the design of all required parking areas.
  5. No parking is permitted within the twenty-five (25) foot landscaped area adjacent to the backbone circulation system and as depicted in Figure 2.2.
  6. All access to Commerce/Commercial and Business Park parking areas shall be from local streets and away from streets in the backbone system, unless otherwise approved by the Development Review Board.
- B. Surfacing - All open off-street parking areas shall be improved with a compacted aggregate base, not less than four (4) inches thick, and surfaced with a minimum of two and one-half inches (2 1/2) of asphaltic concrete, or 4" of portland cement concrete. The surfacing of the parking area shall be of sufficient grade so that there will be no ponding of surface drainage and all surface drainage shall be into a public street or improved drainage channel or structure.
- C. Codes - City of Flagstaff Codes shall govern items not addressed within this Specific Area Plan.
- D. Screening - Screening requirements shall be in accordance with the appropriate City of Flagstaff Ordinance except as modified herein. All open automobile parking areas containing more than four (4) parking spaces shall be effectively screened on each side adjoining or fronting on any property situated in the Residential District or any institutional premises by wall, fence or densely planted, compacted hedge not less than six (6) feet in height. Such required screening shall conform with the front and side yard setback requirements of the district in which the parking is located.
- E. Lighting - Lighting requirements shall be in accordance with the City of Flagstaff Lighting Ordinance except as modified herein. Any lighting used to illuminate off-street parking areas shall be directed away from residential properties and designed so that direct lumination shall be confined to the property boundaries of the source. In no instance shall any light source be located so that light rays are directed above the horizon.
- F. Signs - Accessory signs are permitted on parking areas subject to the provisions of the City of Flagstaff Zoning Code and Sign Ordinance.
- G. Repair and Service - No motor vehicle repair work of any kind shall be permitted in conjunction with accessory off-street parking facilities.

XIII. Location of Access, Off-street Parking Facilities

The location of off-street parking spaces in relation to the use served shall be as prescribed in the City of Flagstaff Zoning Code.

XIV. Schedule of Parking Space Requirements

Off-street parking spaces shall be provided as required by the City of Flagstaff Zoning Code.

- A. Mixed Uses - When two (2) or more uses are located on the same zoning lot or within the same building, parking spaces equal in number to the sum of the separate requirements for each such use shall be provided. No parking space or portion thereof shall serve as a required space for more than one use unless joint parking is authorized by the Development Review Board.
- B. Other Uses, Parking - For uses not listed heretofore in the schedule of parking requirements, parking spaces shall be provided on the same basis as required for the most similar listed use or as determined by the Building Official.

XV. Off-street Loading

- A. Location - All required loading berths shall be located on the zoned lot as the use served. No loading berth for vehicles over two (2) ton capacity shall be closer than fifty (50) feet to any property in a Residential district unless completely enclosed by building walls or a uniformly painted solid fence or wall, or any combination thereof, not less than six (6) feet in height. No permitted or required loading berth shall be located within twenty-five (25) feet of the nearest point of intersection of any two (2) streets.
- B. Size - A required loading berth for Commerce/Commercial use shall be at least ten (10) feet in width by at least twenty-five (25) feet in length exclusive of aisle and maneuvering space, and shall be designed with appropriate means of vehicular access to a street or alley, in a manner which will least interfere with traffic movements.
- C. Access - Each required off-street loading berth shall be designed with appropriate means of vehicular access to a street or alley, in a manner which will least interfere with traffic movements.
- D. Surfacing - All open off-street loading berths shall be improved with a compacted macadam base, not less than seven (7) inches thick, surfaced with not less than two (2) inches of asphaltic concrete or some comparable all-weather, dustless material as shall be approved by the City Engineer.
- E. Repair and Service - No motor vehicle repair work or service of any kind shall be permitted in conjunction with loading facilities provided in any Residential or Business Park District.

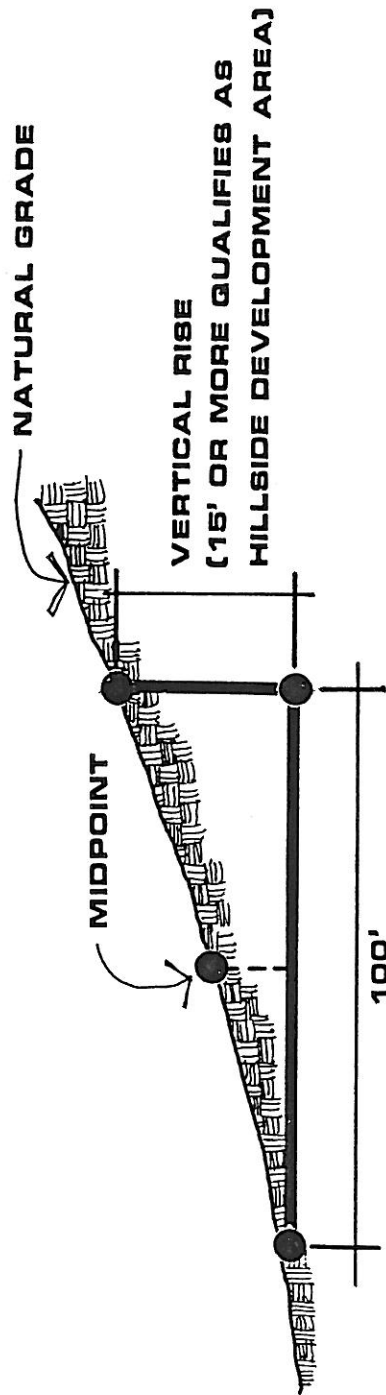
- F. Number of Required Spaces - The Number of loading berths shall be based upon the following schedule:

| <u>Total square feet of gross<br/>floor area of building</u> | <u>Loading Spaces<br/>required</u> |
|--|------------------------------------|
| a. Commerce/Commercial and Business Park Buildings           |                                    |
| 3,000 to 20,000  | 1                                  |
| 20,000 to 50,000   | 2                                  |
| 50,000 and over  | 3                                  |
| b. Hospitals, Institutions and Office Buildings              |                                    |
| Less than 10,000   | 0                                  |
| 10,000 to 50,000   | 1                                  |
| 50,000 and over  | 2                                  |

- G. Not for Parking - Space allocated to any off-street loading berth shall not, while so allocated, be used to satisfy the space requirements for any off-street parking facilities or portion thereof.

#### Design Standards

The City of Flagstaff Zoning Code Standards shall apply, except that compact car spaces shall be allowed as provided herein.



# HILLSIDE DEVELOPMENT AREA

*The Woodlands Village*  
at Flagstaff



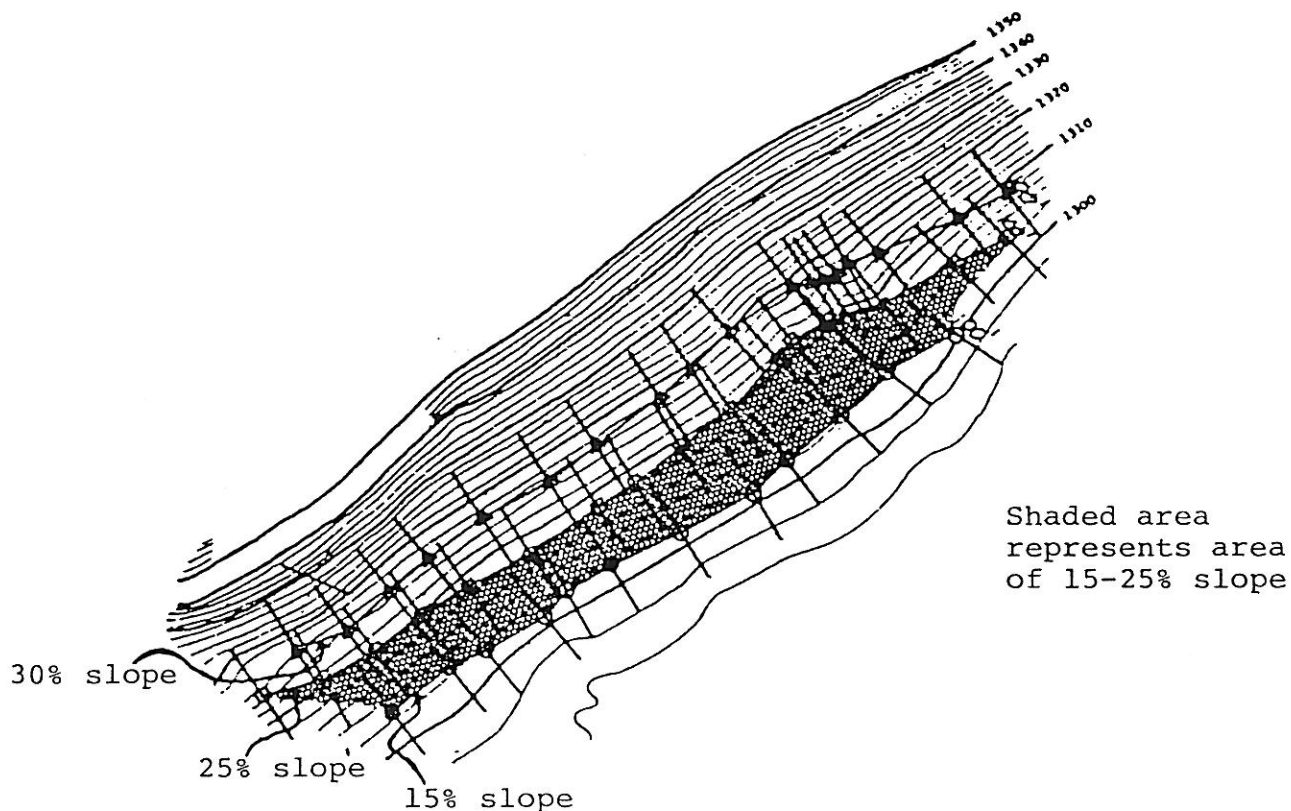
MKE McLAUGHLIN KMETTY ENGINEERS, LTD.

FIGURE 4.1

JUNE 1990



- Represents midpoint of the line at the 15% slope
- Represents midpoint of the line at the 25% slope
- ▲ Represents midpoint of the line at the 30% slope



NOTES:

1. Straight 100 foot lines are to be about 75 feet apart except where irregular topography requires closer spacing to enable determination of slope line.
2. Straight 100 foot lines are to be most nearly perpendicular to contour lines.
3. Hillside computations shall not include isolated topography features, such as hills, pits, or washes, where the feature is less than 100 feet wide.

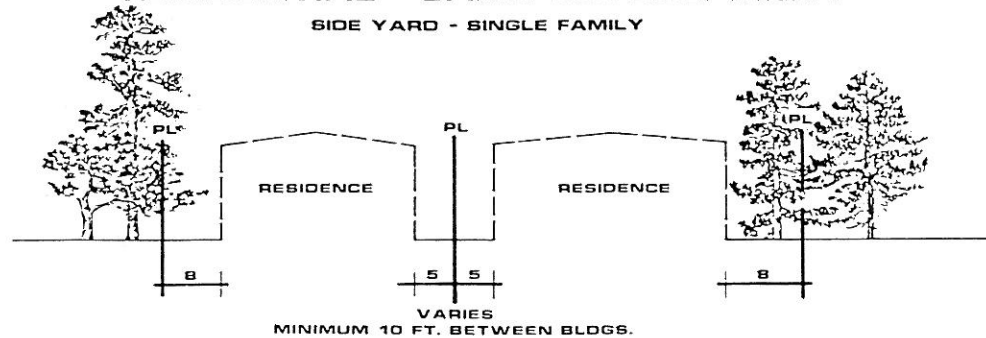
**HILLSIDE  
MIDPOINTS**

**FIGURE 4.2**

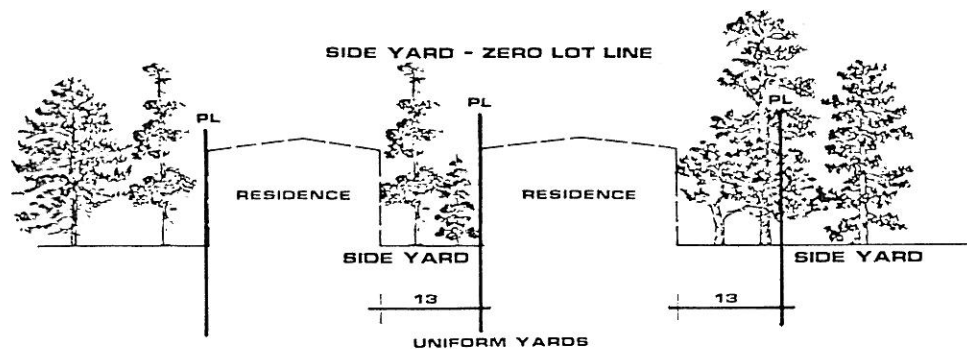
**JUNE 1990**

## RESIDENTIAL - SAME DEVELOPMENT

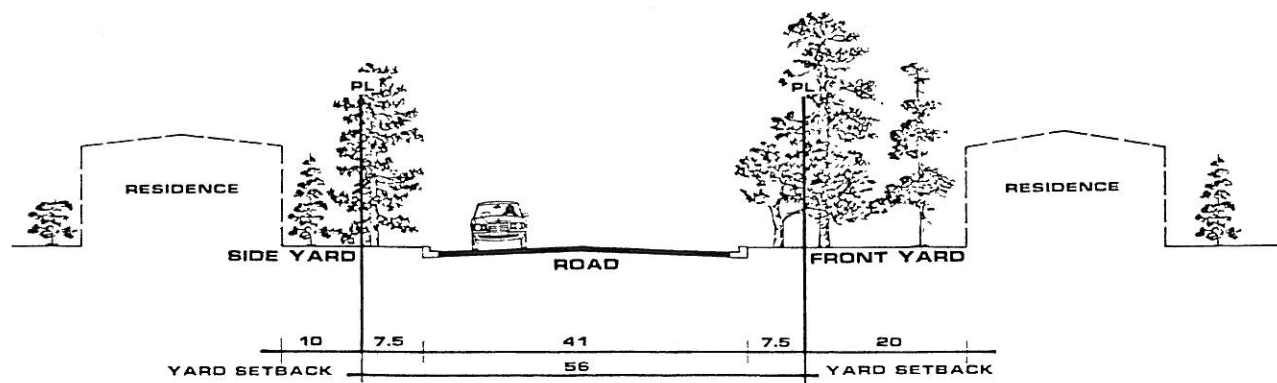
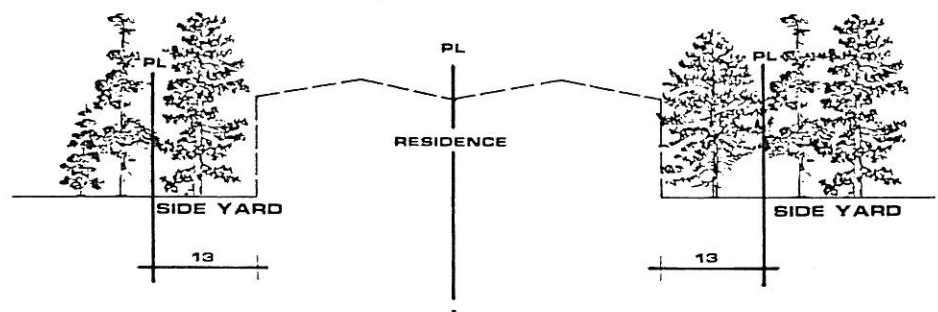
SIDE YARD - SINGLE FAMILY



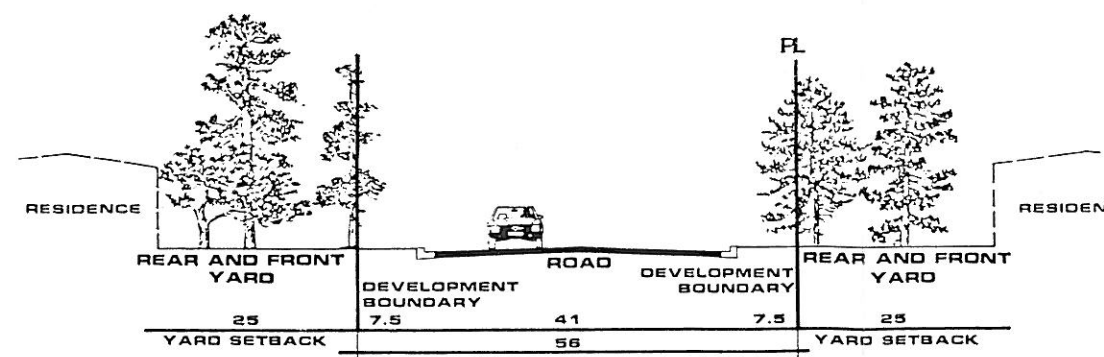
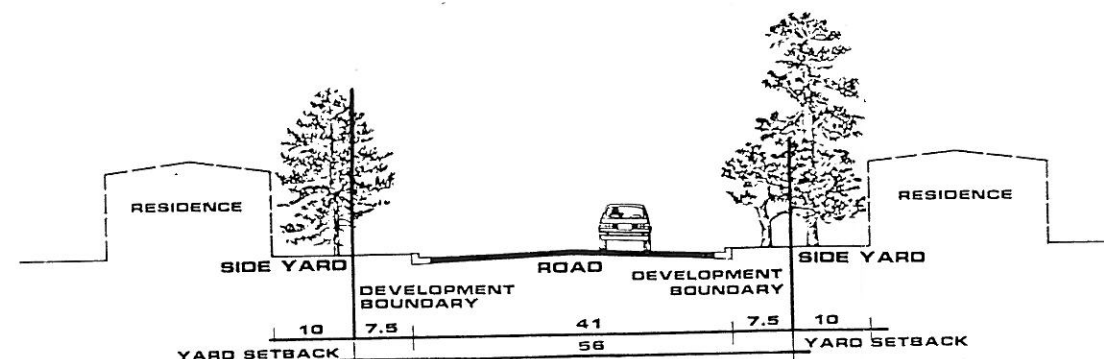
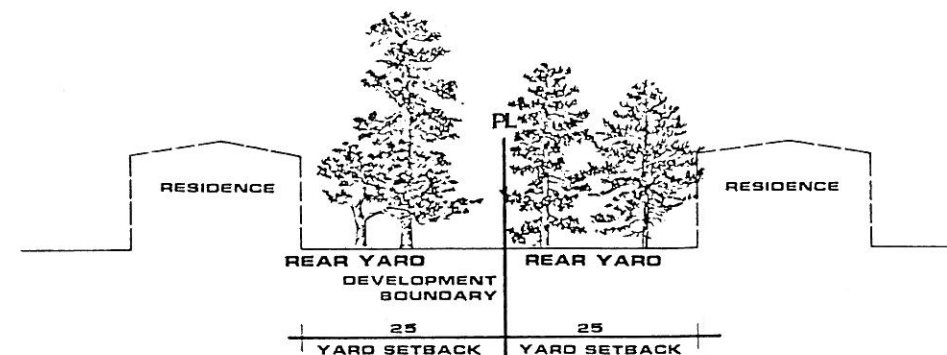
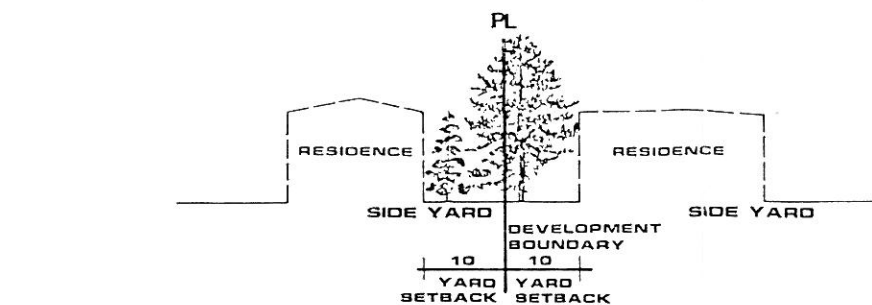
SIDE YARD - ZERO LOT LINE



SIDE YARD - COMMON WALL



## RESIDENTIAL - DEVELOPMENT TO DEVELOPMENT



RESIDENTIAL  
SETBACKS

*The Woodlands Village*  
at Flagstaff

RESIDENTIAL  
SETBACKS

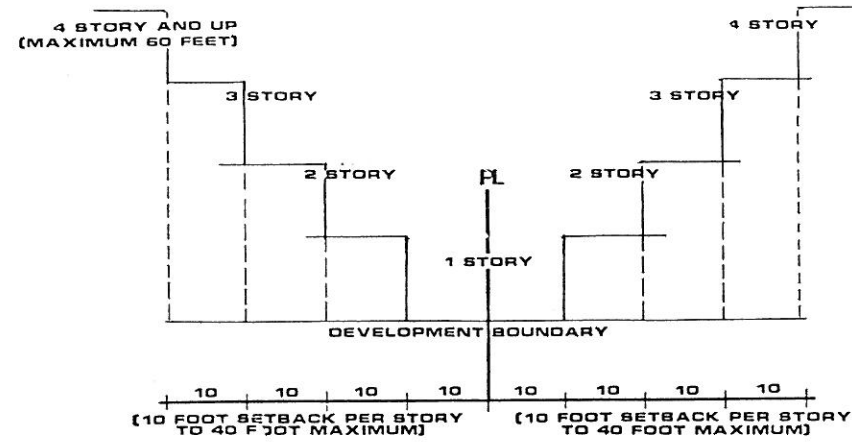
FIGURE 4.3

JUNE 1990

MIKE McLAUGHLIN KMETTY ENGINEERS, LTD.

B.P. & COMM/COMM

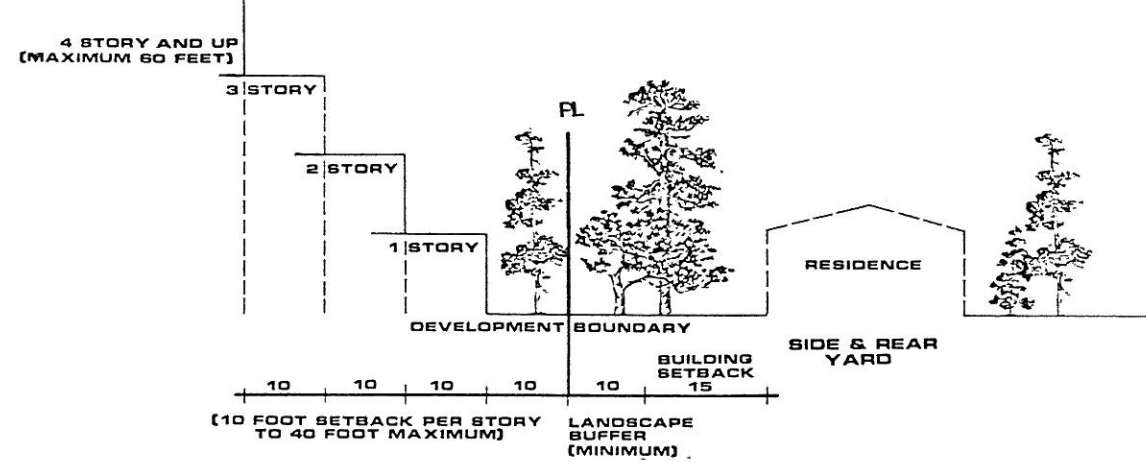
B.P. & COMM/COMM



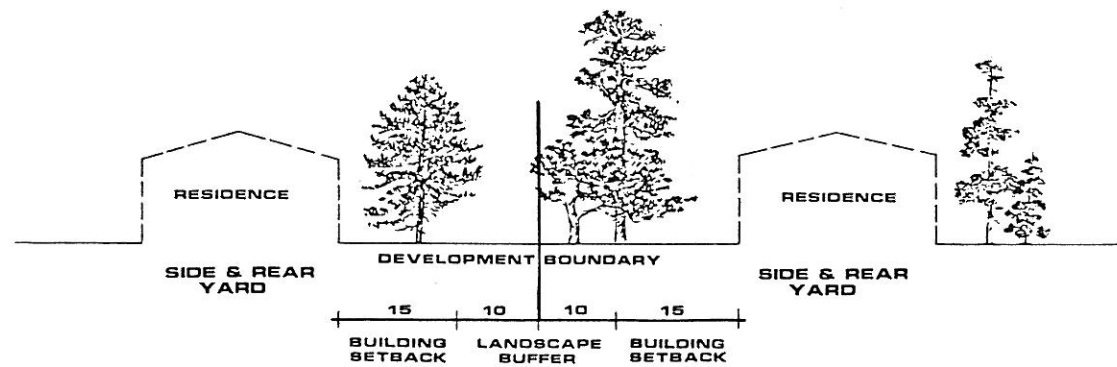
FRONT YARD SETBACK

B.P. & COMM/COMM

RESIDENCE IN COMM/COMM

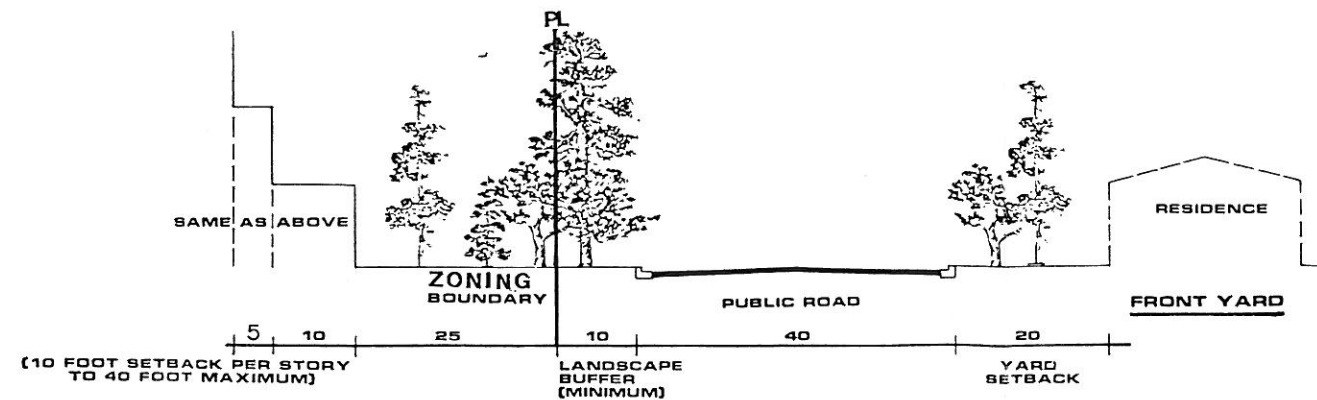
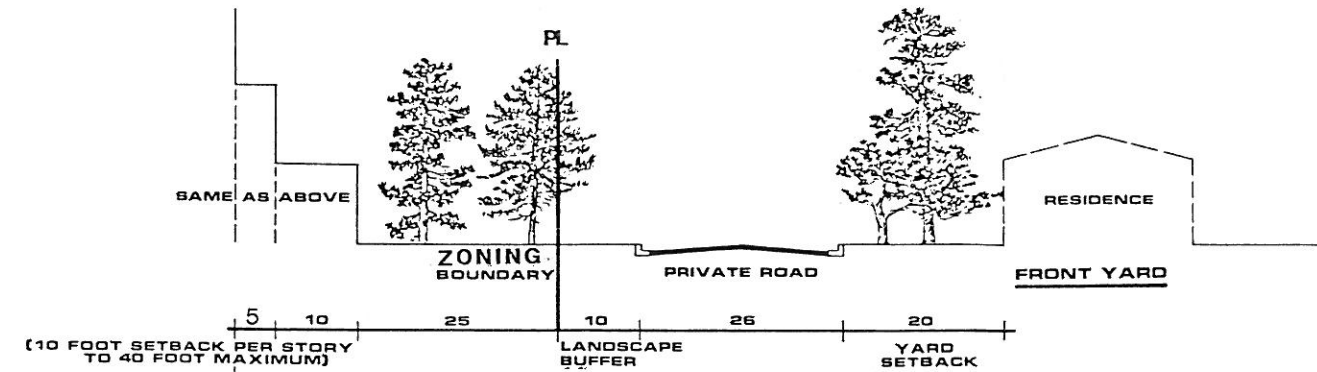
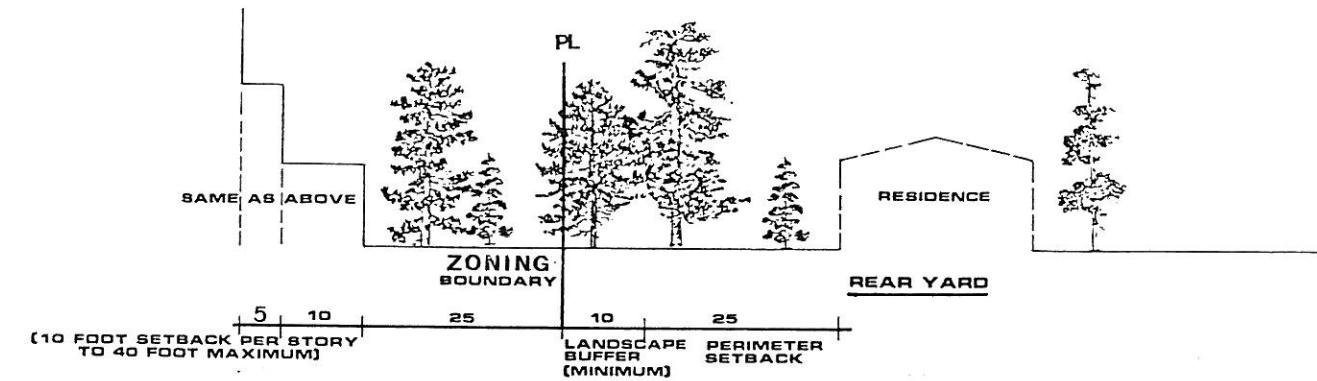
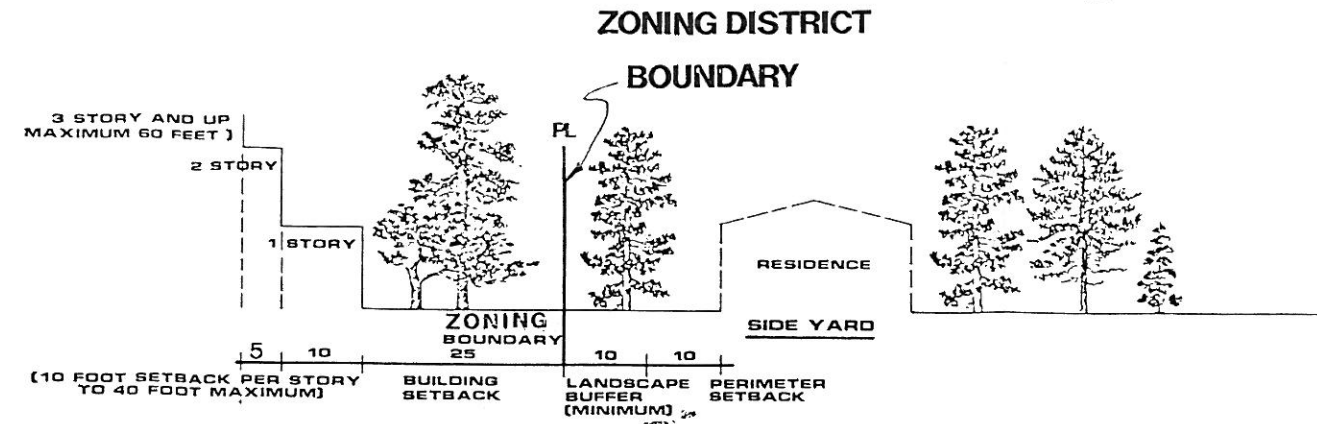


RESIDENCE IN COMM/COMM RESIDENCE IN COMM/COMM



B.P. & COMM/COMM

RESIDENTIAL



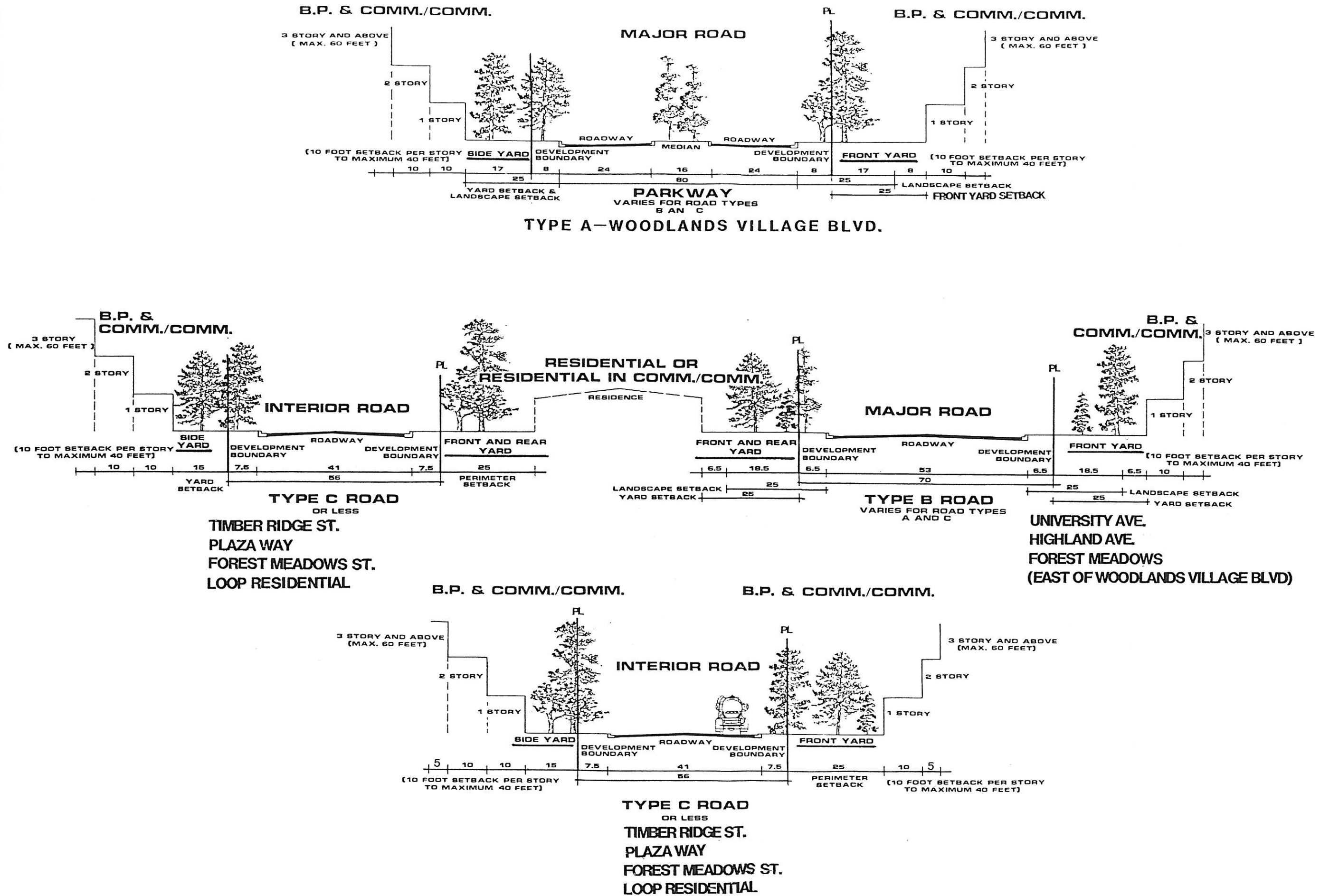
The Woodlands Village  
at Flagstaff

B.P. & COMM/COMM  
SETBACKS

FIGURE 4.4

JUNE 1990

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.



*The Woodlands Village*  
at Flagstaff

MKE McLAUGHLIN KMETTY ENGINEERS, LTD.



**ROADWAY  
SETBACKS**

**FIGURE 4.5**

JUNE 1990



## GLOSSARY OF SELECTED TERMS

**Landscape Setback** - the distance from the adjacent roadway curb line to the furthest edge of landscaping installed as part of the site development.

**Master Developer** - this term shall refer to the Owner, First State Service Corporation.

**Master Developer's Engineer** - the Consulting Engineer, hired by the Master Developer, who will review site plans for compliance to the Specific Area Plan.

**Open Space Buffers** - open areas, located between the Residential and Commerce/Commercial and/or Business Park Zoning District, or as located by the individual site developer or as granted by easement to the City of Flagstaff.

**Perimeter Setback** - a Yard Setback located at the perimeter of a residential development.

**Yard Setback** - a building setback that refers to the distance from the property line to the principal building.